

# GRAIN DEALERS JOURNAL

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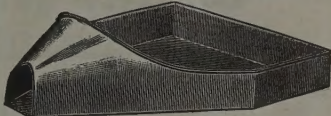
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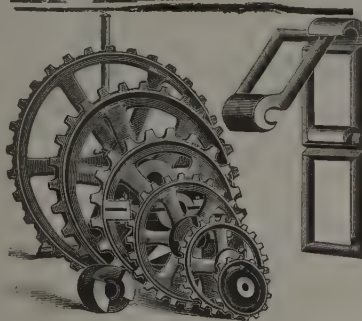
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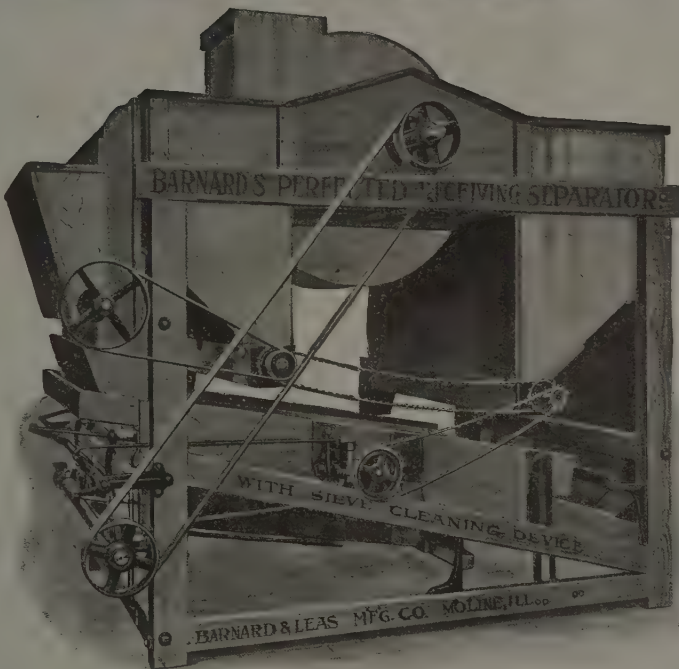


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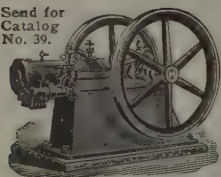


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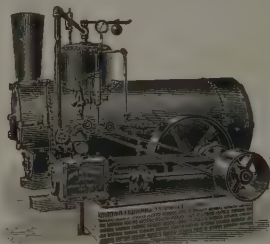
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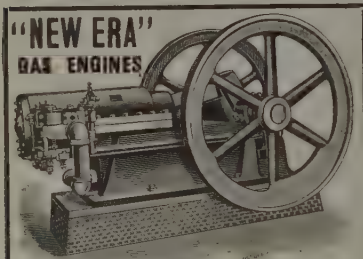


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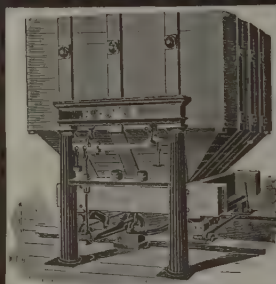
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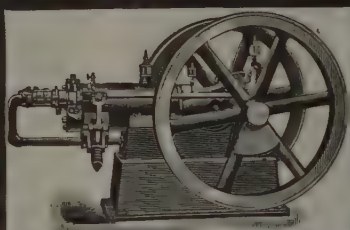
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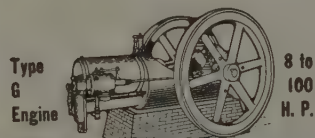
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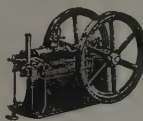
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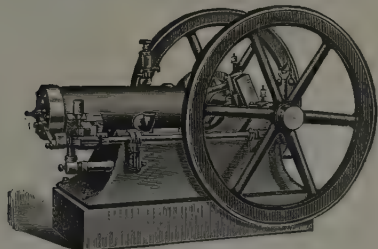
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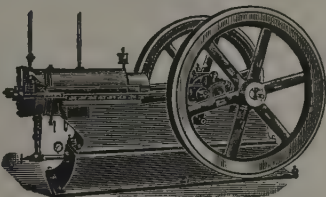


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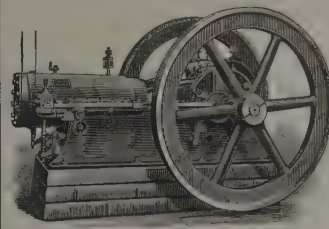
**GRAIN DEALERS JOURNAL**  
255 La Salle St., Chicago.

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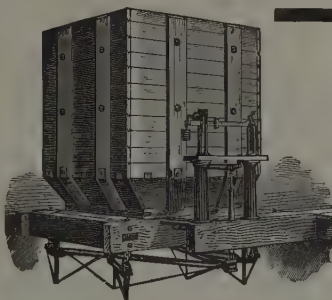
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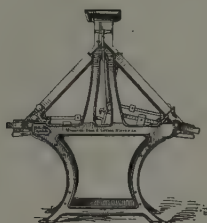








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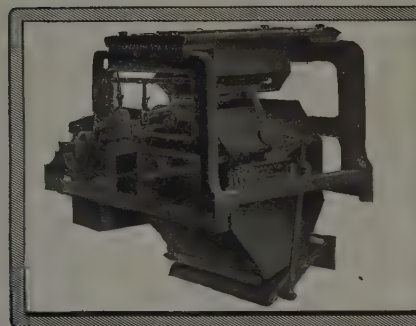
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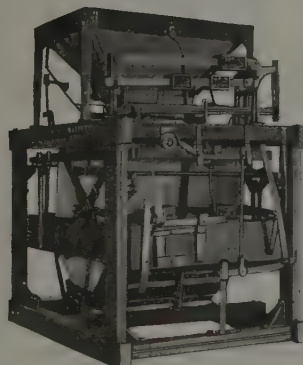
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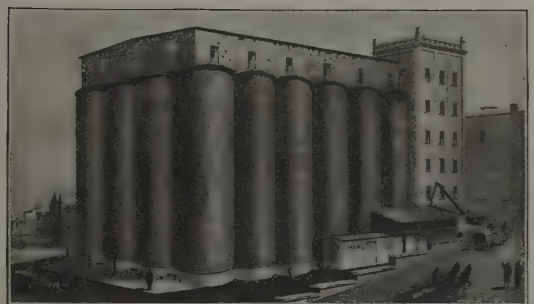
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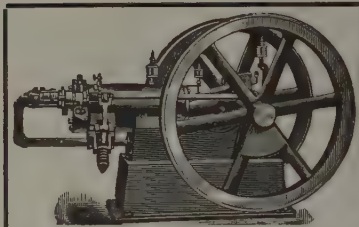
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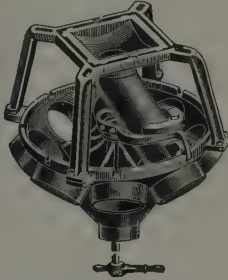
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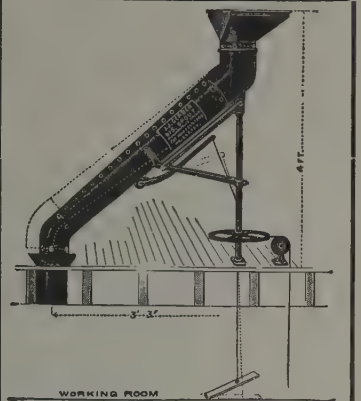
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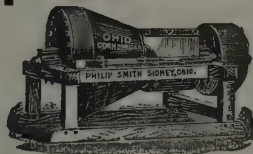
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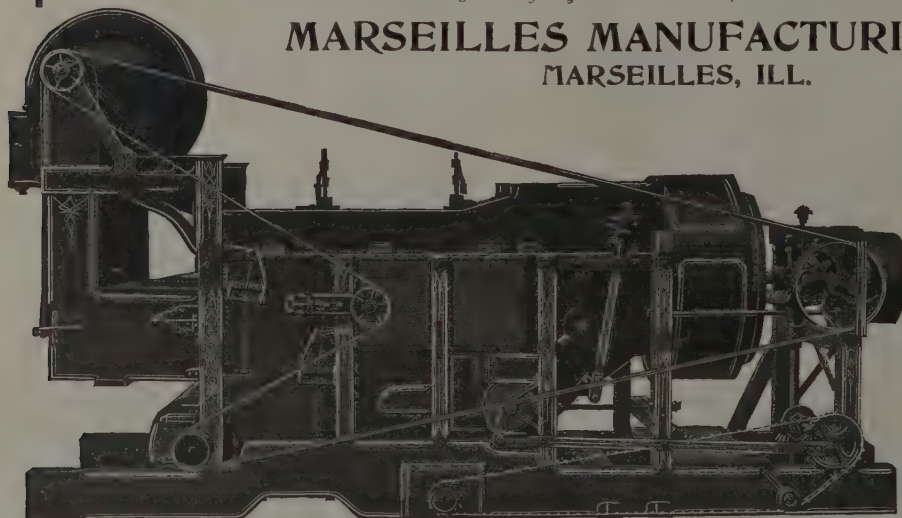
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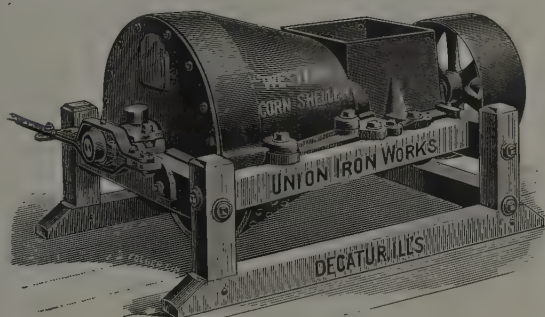


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**WRITE FOR OUR CATALOG AND PRICES**

**ELEVATORS FOR SALE.**

A SMALL LINE of country elevators in western Canada for sale. Address Box 558, Winnipeg, Manitoba.

I WILL sell my elevator, feed mill and lumber yard at Bryant, Ia.; doing a good business in all lines. N. J. Millhaem, Miles, Iowa.

FOR SALE—A good 10,000-bushel capacity cribbed elevator in a good, live western Iowa town; has a good grain territory. Address Lock Box r88, Ida Grove, Ia.

NEW IOWA ELEVATOR in good corn and oats country for sale; capacity 16,000 bushels; good business town. Address Bargain, Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE, a line of eight elevators in Southern Minnesota and Northern Iowa; will pay good money on the investment. Aaron Smick, Mill & Elevator Broker, Decatur, Ill.

LINE OF THREE ELEVATORS in central Iowa on C., M. & St. P. Ry. for sale. Good territory and good business. Reason for selling other business. Address N. S. Beale, Tama, Ia.

ELEVATOR, lumber and coal business in Western Indiana for sale. 15,000 bu. capacity, handles about 200,000 bu. corn, oats and wheat per year. Lumber shed, 56x60. Coal bins for 250 tons. No competition in either line. Good town, churches and schools. Address Day, Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, GRAIN AND COAL business for sale at one of the best stations in Central Illinois on Wabash Railroad; ideal location, good town, good schools, good churches; 600,000 bu. station. Address Post, Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Cheap, at Altamont, Ill., one of the best arranged Grain Elevators and Implement houses; also large coal house with ground; good opening for a grain, hay, coal and live stock man. Price, \$3,500.00. Located on B. & O., Wabash, Vandalia and C. & E. I. R. R.'s. Address Byron Piper, Altamont, Ill., or A. F. W. Luehrmann, St. Louis, Mo.

FOR SALE—Having purchased the West Side Elevator in Newton, Ill., I have the following property for sale: Two large hay barns, a large seed house equipped with gasoline engine and power seed cleaner, wagon scale, grain house, corn cribs and coal bin all in good condition. All situated along side track of C. H. & D. railroad in Hunt City, Ill. A good business and will sell it reasonable, also my residence property. Write T. F. Money, Newton, Ill.

FOR SALE—Having accepted the secretaryship of the Indiana Grain Dealers Association, I desire to sell our Winamac mill and elevator. Capacity of elevator 30,000. All up to date machinery for handling and shipping grain. Our own ground. One competitor. Same help run both mill and elevator. Connected with clutch coupling. Mill makes 75 barrels per day. All new throughout. Enormous crop of oats out, look fine. Wheat crop splendid. Station ships ordinary year 400,000. Price \$14,000. Address J. M. Brafford, Indianapolis, Indiana.

**ELEVATORS FOR SALE.**

ELEVATORS FOR SALE; if you mean business, write for my list. Aaron Smick, Decatur, Ill.

ELEVATOR AND COAL business for sale. Cheap if sold soon. Charles F. Lambert, Orestes, Ind.

ELEVATOR FOR SALE, nearly new, 12,000 bushels capacity. Good opportunity. A. C. Bohrnstedt, Cadott, Wis.

9,000 BUSHEL elevator at Cropper for sale, \$3,000. Good bldg., hopper scale, cleaner, etc. Coal, feed and stock in connection. W. B. Johnston, Enid, Oklahoma.

ELEVATOR FOR SALE—20,000 bus. capacity. Hay warehouse in connection. On 3 railroads, county seat, 3,000 people. Electric power, cheap for cash or will trade for farm. Write Box 40, Allegan, Mich.

ELEVATOR, HAY and COAL BUSINESS for sale. In good repairs; gasoline power. In good town; located in excellent territory in northwestern Ohio. A bargain if sold soon. Address C. Box 11, Grain Dealers Journal, Chicago, Ill.

GRAIN AND BEAN ELEVATOR for sale; grain elevator 10,000 bus. capacity, bean elevator 8,000 bus. capacity; coal and hay and cement sheds; all in good shape; in good territory, located on C. H. & D. and P. M. R. R.'s. Address N. Kerr & Son, Melvin, Mich.

TWO NEW IOWA Elevators in adjacent towns in good corn and oat country for sale; capacity of each 25,000 bushels; equipped with sheller, cleaners and 15-h.p. gasoline engines. Reason for selling, going out of business. Address C. D. S., Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, 15,000-bu. capacity, for sale, with corn sheller and warehouses to store 50,000 bu. of grain; good wholesale and retail trade; in good black land country; with good corn crop now made; same will begin to move by September 15th. Address, O. H. Black, Leonard, Texas.

GOOD ELEVATOR in central Ohio for sale. Cribbed construction, 12,000 bu. capacity, 22 H. P. gasoline engine, hopper, wagon and platform scales. In splendid farming country. Good wheat, corn, oats and hay point. Only elevator in town. Only reason for selling is physical infirmity. Address Lock Box 327, Marion, Ohio.

NEW ELEVATOR FOR SALE in Central Ohio. Modern and up to date in every respect, most complete plant in interior Ohio. Capacity, bins cribbed, 50,000 bu. Ear corn 8,000 bu. Mill feed 50 tons, flour storage 1,000 bbls. Thoroughly equipped with machinery including a complete corn meal outfit. In one of the best grain sections of the state. Shipping facilities unexcelled with the advantage of five railroads. Doing a good grain business, wholesale flour (1,000 bbls. per month), coal and retail trade. Good for \$4,000.00 to \$5,000.00 net profits per year. Best of reasons for selling. For further particulars, address Snap, Box 9, Grain Dealers Journal, Chicago, Illinois.

**ELEVATORS FOR SALE.**

ELEVATOR FOR SALE—Address Lock Box 591, Madison, South Dakota.

TWO ELEVATORS for sale. Large territory. Price, \$4,500. Address Lock Box 121, Menlo, Iowa.

GOOD ELEVATOR for sale. Almost new; 15,000 bu. capacity; in good grain country; at a bargain. Address W. E. Poole, McCoysburg, Indiana.

FOR SALE—Northwest Iowa grain and coal business. Good trade. Good prospects. Address G. & C., Box 12, Grain Dealers Journal, Chicago, Ill.

MODERN ELEVATOR and coal business for sale in county seat town of northern Iowa; either one separate, Address Garn, Box 12, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE, good as new, cap. 30,000 bus.; handles 150,000 bus.; no competition at station; center of Illinois corn belt on the C. H. & D. Address Box 10, Burrowsville, Ill.

TWO MODERN ELEVATORS for sale; one in Minnesota; one in Iowa. Well located; easy competition with splendid crop prospects. Inquire 8t Chamber of Commerce, Minneapolis, Minn.

ELEVATOR FOR SALE. Capacity 60,000 bushels; well equipped with machinery for handling grain and beans; will sell cheap. Address Wright Box 12, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, 10,000-bu., at Delta, Ia., for sale or trade for good land. Only elevator in town; good territory; best of reasons for selling. Price \$4,000.00, part time. Address Thos. R. Pratt, Luther, Iowa.

ELEVATOR FOR SALE; well equipped with all necessary machinery and with large feed grinding and coal business in connection will be sold at a reasonable price. Callaghan & Granger, Rochester, Minn.

ELEVATOR FOR SALE in Western Nebraska; steam power, B. & L. Separator, Fairbanks hopper and wagon scales. Two elevators at station; big territory. Address Well, Box 12, Grain Dealers Journal, Chicago, Ill.

ELEVATOR with residence for sale; on D. & U. R. R., in a good grain country. Handles grain, seeds, flour, feed, coal, wire fencing and fence posts. Good reasons for selling. Call on or address J. W. Beck, Wengerlawn, Ohio.

ELEVATOR FOR SALE for one-half its real value; located in good town of 1,500; no competition within seven miles; good crop prospects; belting, machinery and all equipments good and running every day. Address Lock Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE or trade for Kansas land, a 10,000 bushel capacity elevator; feed and flour exchange, and a good coal business. Good engine and cleaner; all up to date machinery. A store room 25x90 feet. Located on the Lake Shore R. R. and St. Joe Interurban. For further information address S. S. Eash, Shipshewana, Indiana.



## ELEVATORS FOR SALE.

**FOR SALE**—A first class elevator well equipped and located in a town of 6,000 in S. W. Iowa. A fine territory. Owner now engaged in banking business, and desires to dispose of elevator. Address M. C. Struble, Wellman, Iowa.

**GRAIN, LUMBER and coal business for sale**; in central Iowa; a very good proposition, paid us better than 20 per cent on the investment for nine years; best reason for selling; do not write unless you mean business. Address A. Snap Box 12, Grain Dealers Journal, Chicago, Ill.

**GOOD 8,000-BUSHEL ELEVATOR** for sale, Howe Hopper Scale, Barnard & Leas Separator, Coffield Gasoline Engine, Howe 6-ton Wagon Scale under roof, two-story building for flour, etc., ice-house and seven lots. On C. & N. W. R. R. Will sell all or part. Address Geo. L. King, Ida Grove, Iowa.

**FOR SALE**—One of the best paying elevators and business in Southeast Nebraska, cribbed iron clad 10,000 bushel elevator; 10 h. p. gas engine; empire cleaner, 3 roll mill; office, scales; coal bins; cribs. One five room brick dwelling, 2 acre lot, water in house, cistern, out buildings, adjoins elevator; 25x50 store building; 14x26 ware room attached. \$3,000 stock of general mdse., new and clean. Sell one or all. Address Stade, Box 12, Grain Dealers Journal, Chicago, Ill.

**ELEVATOR FOR SALE**, or rent with privilege of purchase, or will sell one-half to good partner; capacity, 25,000 to 30,000 bushels; on Lake Shore Ry., in N-E Ind.; handles 200,000 bushels of oats, wheat, clover seed, etc., per year; station good for 500 cars hay; city of 2,500 inhabitants. Price \$10,000. Party has had 29 years' experience; would like a hustler for partner, but must come well recommended. Write for particulars to D. A. Baker, Butler, Ind.

## LOCATIONS.

**THE BELT RAILWAY OF CHICAGO** transfers freight cars between the different railway lines, industries and warehouses in and about Chicago. Its tracks extend from the C., M. & St. P. Junction (Cragin) to South Chicago and the South Chicago docks, connecting with all railways entering the city. Industries located on the line of the Belt Railway are afforded unequaled switching facilities and the great advantage of connections with all Chicago railroads. This advantage, which enables shippers to avail themselves of competitive rates, can hardly be overestimated, and as the Belt Railway handles interchange business between all connecting lines, there is an abundant supply of cars for shipments of all kinds.

Parties contemplating the establishment of industries, warehouses, elevators, etc., in the vicinity of Chicago are invited to communicate with the President and General Manager of **THE BELT RAILWAY**, who will promptly furnish them with full information in regard to desirable locations, switching rates, car supply, etc., etc. Address B. Thomas, Pres't, Room 13, Dearborn Station, Chicago.

## ELEVATORS WANTED.

**ELEVATORS WANTED** in Illinois, at a price for which they can be sold. Aaron Smick, Decatur, Ill.

**WANTED**—To buy elevators doing good business. Address H., Box 10, Grain Dealers Journal, Chicago, Ill.

**ELEVATORS WANTED** at good points in Minnesota or North Dakota. Address Colfax, Box 12, Grain Dealers Journal, Chicago.

**WANTED** to buy or rent a good paying elevator that has big territory in North Dakota or Minnesota. Address P. E. Olson, Hickson, S. D.

**ELEVATOR** wanted in exchange for a good farm in Atchison County, Kan. Consideration \$6,500.00. Address Farm, Box 12, Grain Dealers Journal, Chicago, Ill.

**ILLINOIS** elevator, handling at least 200,000 bushels annually and having lumber and coal in connection; wanted. Give full particulars. W. J. Marshall, 1030 Winona St., Chicago, Ill.

**ELEVATOR** wanted in corn and oat section of Indiana or Illinois, handling good business. Give all particulars as to territory, competition, etc. Address Lark, Box 12, Grain Dealers Journal, Chicago, Ill.

**ELEVATOR WANTED**—In exchange for general store; stock invoice \$7,500. Good town and country around it. Yearly sales \$16,000; good thing for party that wants retail business. Address G. A. H., Box 395, Celina, O.

**ELEVATOR WANTED** to rent or run on joint account; or will accept position as manager of a cleaning house or farmers' elevator; 20 years' experience; best of references. Address Mack, Box 11, Grain Dealers Journal, Chicago, Ill.

**WANTED**—To trade for elevator property—Nebraska preferred—320 acres, well improved, \$1,800 house, 10 acres trees; 240 acres, well improved, all necessary improvements. Address A. T., Box 11, Grain Dealers Journal, Chicago, Ill.

## HAY WANTED.

**TIMOTHY HAY** and clover and timothy mixed hay wanted. Address John Wade & Sons, Memphis, Tenn.

**WE** want your next consignment of **HAY and STRAW**. Address R. F. Morrow Commission Co., Chicago, Ill.

**OUR COMMISSION, 50 cents per ton.** It will pay you to send for our mkt. report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

## MISCELLANEOUS.

**WILLIAMS** Typewriter, No. 4, little used, at half price. Address Victor Nelson, 504 Traders Bldg., Chicago, Ill.

**WOOL WANTED.** We are in the market as wool jobbers and will pay the market price. Address Berne Grain & Hay Co., Berne, Ind.

**ASK YOUR DEALER** for the Usona Manila Rope Dressing and the Ivy Bar Belt Dressing or write to the manufacturers. Messrs. Scott & Co., Chicago.

## MILLS FOR SALE.

**FLOURING MILL** for sale or trade; 200-bbl. capacity. For particulars and terms address Cameron Investment Company, Cameron, Missouri.

**FLOUR AND SAW** mill for sale. Water power, roller system, planer, lathe, hardwood timber. Price \$3,500, including two story house, barn, six village lots several acres land. A bargain. Address Wm. M. Barnes, Boaz, Wis.

**FLOUR AND FEED MILL** for sale. Nearly new; established two years. Located in one of the best wheat centers in Northern Michigan on Pere Marquette Ry. Fine opening for hay and grain buyer. Small amount will buy, account of other business requiring owners attention. Address Custer Milling Co., Custer, Michigan.

**MILL AND ELEVATOR** for rent or to run on joint account with party who has some capital to put in the running of the business; mill newly fitted up to date; plansifter system 100 bbl. flour and a good corn meal system in south eastern Neb., county seat, good country. Prospects for wheat good and other crops the same. We do not care to take any active part in business, would rather party take full control. Address Box 151, Tecumseh, Neb.

**FOR SALE**—One of the best 100-bbl. steam roller mills and elevator in the state. Mill is brick, 3 stories high and basement, brick engine and boiler rooms, brick smoke stack. Located in a thriving town in very best, richest and most thickly settled country that can be found on the Big Four and D. & U. R. R.'s; also on Dayton & Muncie Traction Line, which carries freight. Mill and elevator are first class; Western Sheller and Cleaner, capacity of 500 to 700 bus.; new Howe Scale; storage capacity, 9,000 bus. Will be sold at a very low price if sold in next 60 days; if not, will lease to responsible parties. G. R. Keller, Arcanum, Darke Co., Ohio.

## FOR SALE.

**125-bbl. mill**, two elevators of 25,000 bushels capacity and flat warehouse 20,000 bushels capacity at less than cost; situated about one hundred and forty miles from Winnipeg, in the best wheat section of Manitoba. Price—twenty-five thousand for the outfit and only five thousand cash required. This is worth your immediate attention. **THE LOCATORS**, Winnipeg, Manitoba, Canada.

**Flour Mill** at a snap, easily worth eight thousand, going at once for sixty-five hundred—three thousand cash, balance will be arranged to suit you. Write for further particulars immediately. Address **THE LOCATORS**, Winnipeg, Manitoba.

For both above propositions and for any others you may want to know of, write **THE LOCATORS**, Marchants Bank Building, Winnipeg, Manitoba, Canada, and information will be cheerfully furnished.

## MISCELLANEOUS.

**Jos. F. Wesely** of the firm of Fyala & Wesely, Thomas, Okla., has bought J. Fyala interests in the elevator, and now owns the entire stock. The business will now be known as the Wesely Grain Co.

**ENGINES FOR SALE.**

One 4 H. P. Lammert & Mann gasoline engine, almost new, cheap. C. A. Kregger, Box 10, Grain Dealers Journal, Chicago.

**GASOLINE ENGINE** for sale. 30 H. P. Cost over \$900. First class condition. Price \$300. Dr. Schmidt, Covington, Ky.

**OTTO GASOLINE ENGINE** for sale; 5-h. p., good condition. Address Chicago Grain & Elevator Co., Des Moines, Ia.

**GASOLINE ENGINES**, all sizes. One 12 H. P. good as new at a bargain. Lammert & Mann, 157 So. Jefferson Street, Chicago, Illinois.

ONE 20 H. P. Slide valve horizontal engine, and one 5 x 4 steam pump. Good condition. Thos. Ramsey, 2600 Harvard Street, Chicago, Ill.

**ST. LOUIS CORLISS ENGINE**, 20 x 42, for sale. Good as new. For particulars apply to the Aug. J. Bulte Milling Co., Kansas City, Mo.

**FOR SALE**—65-h. p. Foos Gas Engine; 12-h. p. Lambert Gasoline Engine; both in good condition. Backus Gas Engine, 22 S. Canal St., Chicago, Ill.

**CHARTER GASOLINE engine**, 6 H. P., good as new, \$135.00 takes it. Other sizes in stock. For new engines send for catalogue of the "Coin" gasoline engine. F. W. Coin, 2436 Michigan Ave., Chicago, Illinois.

**2ND HAND ENGINES** for sale. One 5 h. p. Fairbanks; two 8, one 10, and one 16 h. p. Otto; one 10 h. p. Columbus; one 25 h. p. and one 30 h. p. Webster; 18 h. p. Olds. All makes of engines. A. H. McDonald, 36 W. Randolph St., Chicago.

**OTTO GAS or GASOLINE ENGINE** for sale. 38 H. P., good as new but too small, now being replaced by 75 H. P. Will sell cheap for cash or a little cash and balance in time, payments to suit. Address The H. L. Strong Grain Co., Kansas City, Mo.

**GASOLINE ENGINES** for sale at a bargain.

One 10-h. p. Columbus.  
One 14-h. p. Ohio.  
One 5-h. p. Charter.  
One 2½-h. p. Weber.  
One 12-h. p. Van Duzen Engine.  
One 6-h. p. Fairbanks Electric Light Engine with dynamo. All are in first-class condition. C. P. & J. Lauson, 103 W. Water St., Milwaukee, Wis.

**FOR SALE.**  
One 4½ H. P. Webster engine in good condition .....\$125.00  
One 5 H. P. Charter engine in good condition .....\$135.00  
One 6 H. P. Charter engine in good condition .....\$150.00  
One 2 H. P. Stover engine in good condition .....\$60.00  
One 3 H. P. Webster engine in first class condition .....\$100.00  
One 12 H. P. Webster engine, never been used, latest improved .....\$490.00  
One 10 H. P. Webster engine, used 10 days, good as new .....\$400.00

**ALLEN P. ELY & CO.**  
Dealers in new and second-hand machinery of all descriptions.  
1110 Douglas St. Omaha, Neb.

**ENGINES FOR SALE.**

**GASOLINE engine** for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

**FOR SALE**—45-h. p. SIDE VALVE; Atlantic; new; \$200. C. W. Montgomery, Onward, Ind.

ONE 16x24 175 H. P. Atlas Automatic engine. F. E. Pfannmueller & Co., 1134 1st Nat. Bank Bldg., Chicago, Ill.

**GAS ENGINE** for sale, 25 h. p. with fixtures as good as new, run three years. Address Berne Grain & Hay Co., Berne, Ind.

**FOR SALE**—50 and 60-h. p. Gasoline Engines; practically new at a bargain. Room 515 Ogden Building, 34 Clark St., Chicago, Ill.

**FOR SALE**—28-h. p. Fairbanks-Morse and 9-h. p. White & Middleton Gas and Gasoline Engines bought, sold and exchanged. T. Lennox Machine Co., 10 S. Clinton St., Chicago, Ill.

**FOR SALE**—If you want a good second hand gas or gasoline engine from 2-h. p. up, or a place to have your repairing done, address J. E. Plunket, 119 Washington Blvd., Chicago, Ill.

**GASOLINE ENGINES FOR SALE.**  
One 12-h. p. Webster.....\$325.00  
One 25-h. p. Otto.....\$425.00  
One 35-h. p. Otto.....\$550.00  
Colborne Mfg. Co.,  
35 Indiana St., Chicago.

**FOR SALE.**  
8-h. p. Thompson Lewis gasoline engine; \$175.00 cash; splendid bargain at this price; extra good order.  
**DAVIS-JOHNSON CO.**  
9 S. Canal St., Chicago, Ill.

**COLUMBUS Gasoline Engine** for sale, 25-h. p., but little used, good as new. Will be sold at a bargain. We have all sizes new and second-hand engines and are always ready to exchange or sell at low figures for cash. Wallace Machinery Co., Champaign, Ill.

**FOR SALE**—Gas and Gasoline Engines; new and second hand.  
16-h. p. Thompson Lewis Gasoline in first class condition .....\$385.00  
10-h. p. White & Middleton.....\$300.00  
17-h. p. White & Middleton.....\$410.00  
7-h. p. Gus.....\$185.00  
12-h. p. Otto.....\$240.00  
7-h. p. Charter.....\$170.00  
2-h. p. Tuttle.....\$60.00  
in stock for immediate delivery.  
Alexander & Crouch,  
33 S. Canal St., Chicago.

**HAY FOR SALE.**  
**HAY AND GRAIN FOR SALE.**  
Address B. T. Craig, Shreve, Ohio.

**FOR SALE**

**White Pine**,—Second-hand, 2 x 6 in., surfaced two sides, No. 1 quality, in quantities to suit, carlots or less, f. o. b. Minneapolis.

Apply

**The Albert Dickinson Co.**  
Minneapolis, Minn.

**MACHINES FOR SALE.**

**FOR SALE**—1 No. 2 Marseilles sheller; used one year; 1 100-bushel U. S. hopper scale. Both in good condition. Address, M. J. Lee, Redmon, Ill.

**FOR SALE**—One No. 3 Eureka Separator—\$15.00; one No. 4 Eureka Separator—\$25.00. F. M. Marks, 2173 So. Mich. Ave., Saginaw, W. S., Michigan.

**FOR SALE**, Marseilles Corn Sheller, slightly used. Price \$150 f. o. b. cars Cincinnati. For further information address The Gale Bros. Co., Cincinnati, O.

**ELEVATOR SEPARATORS** for sale. Two B. & L., 1,200 bu. capacity in good condition. Address Mueller & Young Grain Company, Chicago, Ill.

**SPECIAL BARGAINS.**

..One No. 2 Victor Sheller; No. 2 Corn-wall Corn Cleaner; No. 6 Clipper Seed Mill; one No. 12 and one No. 14 Boss Car Loaders; several engines; also separators and scourers. Address A. S. Garman & Sons, Akron, Ohio.

**SCALES FOR SALE.**

**SCALES** for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

**THE BEST** heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

**NEW AND SECOND HAND** Hopper, Platform, Wagon and Track Scales for sale. Get out prices. Satisfaction guaranteed. Beckman Bros., Des Moines, Ia.

**HOWE WAGON SCALE** for sale. 8x22 ft. with short pillars, shelf and hangers, also wood platform; used less than six months; a bargain. Keiser-Van Leer Co., Bloomington, Ill.

**HOPPER SCALES** for sale. 600 bu. capacity, used only a few weeks, standard make, worth \$150.00 new. Have no use for it. Will sell for \$50.00. Durham, Guyon Co., 56 N. Jefferson Street, Chicago, Illinois.

**SCALES REPAIRED.** We will repair any scales that you may have and make them as good as when they left the factory.

**ALLEN P. ELY & CO.**  
1110 Douglas St. Omaha, Neb.

**ELEVATOR SCALES**—We make a specialty of wagon, portable, platform, dormant, hopper and warehouse scales. Send for our latest catalog of elevator scales. Osgood Scale Co., 305 Central St., Binghamton, N. Y.

**THE STANDARD SCALES**, for all purposes. Portable, Wagon, Hopper and Track Scales. Guaranteed durable and accurate; quality higher than the price. NOT IN THE TRUST. The Standard Scale & Supply Co., Station U., Chicago, Ill.

**ELEVATOR AND MILL SCALES** for sale. Our Hopper, Wagon, Warehouse and Railroad Track scales are recognized by successful grain operators as the STANDARD for accurate weights. Not controlled by a trust. Address Des Moines Scale & Mfg. Co., Des Moines, Ia.



## MISCELLANEOUS FOR SALE.

BRASS GRAIN TESTERS at rock bottom prices, three sizes. Write for circular. A. S. Garman & Sons, Akron, O.

FOR SALE—2nd hand 140-lb Flour Bags; 200-lb. Bran Bags, etc., cheap. Wm. Ross & Co., 57 S. Water St., Chicago.

FOR SALE—80-h. p., 64-flue, hand made boiler; fine condition. Also Fairbanks-Morse 500-bushel Hopper Scales, practically new. Will sell cheap. Address Zorn Grain Co., Peoria, Ill.

SAVE MONEY ON MACHINERY, engines and boilers, pumps, feed water heaters, fans, blowers, air compressors, gasoline engines. All sizes in stock. Write A. L. Dawson & Co., 29 W. Washington St., Chicago, Ill.

FOR SALE CHEAP—White Gasoline Engine, 12-h. p., with No. 7A Bowsher Mill complete with hopper and 2 sets elevators. All in good condition. Also Willford Mfg. Co.'s 3-roll mill, capacity 60 bushels per hour. Address Thorpe Elevator Company, Minneapolis, Minn.

### MACHINERY BARGAINS.

500 bu. Fairbanks Hopper Scale, sealed and tested, at \$75.00.

14x36 Allis Corliss Engine, at \$825.00; can furnish condenser.

Large stock of state inspected second-hand boilers, 5 to 150 h. p.

4 second-hand hoisting engines, A No. 1 condition.

Relaying rail, pipe beams, mill machinery and supplies. Address Manufacturer's Supply Co., Minneapolis, Minn.

### 2D-HAND ENGS. & MACHINERY.

1 30-horse Chandler & Taylor engine, good as new.

1 25-horse Nagle engine, good as new,

1 35-horse old-style engine, good repair,

1 No. 2 Victor Corn Sheller,

1 No. 2 Cornwall Corn Cleaner,

1 No. 1 Western Shaker Cleaner,

1 No. 6 Clipper Grain & Seed Fan,

1 12-in. Boss Car Loader,

1 14-in. Boss Car Loader,

1 Cast-Iron Distributing Spout, 14-in.

Also large number of pulleys, both wood and iron.

All of the above for sale very cheap. Write for further description and prices.

CRABBS REYNOLDS TAYLOR CO., CRAWFORDSVILLE, IND.

## ENGINES AND BOILERS.

FOR SALE: 1 boiler, 16 x 66; dome 32 x 36; 54 4-in. flues, with fronts in good order. Frank G. Ely, Traders Bldg., Chicago, Ill.

THREE 72x20 second-hand boilers that will stand 175 lbs. cold water pressure or 125 lbs. steam pressure; in first class condition. A bargain. Address Manufacturers' Supply Co., Minneapolis, Minn.

FOR SALE—Automatic cutoff steam engine, 52-h. p., good as new; 2-h. p. Marine steam engine and boiler. Above will be sold at a bargain. R. O. Dart, Montello, Wis.

FOR SALE—One steam engine, 16x24, Sinker Davis Co. make. One boiler 60 in. x 16 ft., with twelve 6 in. flues, Sinker Davis make. One boiler iron tank, 40 in. x 20 ft. All in fair condition. Address J. W. Witt, Lebanon, Indiana.

## HELP WANTED.

Man calling on the grain trade, wanted, to sell hay on commission. L. G. Vincent, Odell, Ill.

YOUNG MAN wanted with some grain experience. Address Roy, Box 12, Grain Dealers Journal, Chicago, Ill.

YOUNG MAN wanted for elevator; fine opportunity. Address Will, Box 12, Grain Dealers Journal, Chicago, Ill.

COMPETENT MILL-WRIGHT and elevator foreman wanted, who can work from plans and handle men. Answer fully by letter. Fred Friedline, 503 Traders Bldg., Chicago, Ill.

SHIPPER WANTED—Reliable corn and oats shipper in Chicago who is not already represented in Washington, D. C. or vicinity wanted; on brokerage basis. Address Broker, Box 12, Grain Dealers Journal, Chicago, Ill.

MAN WANTED who thoroughly understands Grain Elevator work; capable of figuring out requirements, doing the work and superintending other men. References required as to ability, character and habits. Good wages and steady position. Keiser-Van Leer Co., Bloomington, Ill.

## SEED BUSINESS FOR SALE.

FOR SALE—A well established field and garden seed business, located in a city of 120,000 population and surrounded by the best farming and trucking lands in the United States, and the only strictly seed business within 150 to 200 miles. The business needs money to develop. The owner will sell as a whole or will incorporate or take partners. The amount needed is not less than \$25,000.00. Parties replying must furnish references with inquiry. There are four articles produced by farmers near here that can be made to pay yearly the amount mentioned above. Address L. D., Box 11, Grain Dealers Journal, Chicago, Ill.

## SEEDS FOR SALE.

CARLOADS AND LESS: Red Clover, White Clover, Alsike, Kentucky Blue Grass, Red Top and Orchard Grass. Samples and quotations gladly furnished on application. Address W. H. Small & Co., Evansville, Ind.

## SEEDS WANTED.

WANTED—Alfalfa, Millet, Cane Seed, Kaffir Corn and Timothy Seed in car lots. W. H. Small & Co., Evansville, Ind.

## GRAIN FOR SALE.

WHITE WHEAT for sale. If in need of white wheat write or telegraph Sam Williamson, Salt Lake City, Utah.

RECLEANED RYE for distillers; also mixed cars made up of grain, flour and feed. Let us hear from you. Goshen Milling Co., Goshen, Indiana.

## GRAIN WANTED.

WHEAT WANTED; low grade, suitable for chicken feed. Mail samples and name prices delivered to Philadelphia, L. F. Miller & Sons, 2931 N. Broad St., Philadelphia.

## SITUATIONS WANTED.

POSITION WANTED by experienced man in the grain, seed and coal business. Good references furnished. Address J. E. Morris, Deep River, Iowa.

SITUATION WANTED by young man experienced in grain, coal and lumber business; good references. Address F. R. J., Box 17, Fontanelle, Iowa.

POSITION WANTED as traveling man; first class; 10 years' grain experience; best reference. Address R. F. J., Box 12, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED with some grain firm. Have had considerable experience in elevator work. Address C. W. J., Box 12, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED by a man with 20 years' experience in grain and lumber; fully competent to manage. Address Manager, Box 11, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as traveling solicitor or purchaser for grain firm. Ten years' experience in grain business. Familiar with Oklahoma, Kansas, Iowa, Missouri and Illinois trade. Address Traveler, Box 7, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as grain buyer, seller or elevator manager, by thoroughly experienced man, understanding mixing and handling of all kinds of grain; also grades of the different markets; best of references. Address H. A., Box 42, Vienna, Ill.

POSITION WANTED by man who has had several years experience on the road buying barley and other grains by sample, as solicitor or buyer with first class firm. Can furnish best references. Address Hall, Box 12, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as foreman to buy grain at some country point or as solicitor on the road for some Chicago firm. Can give the best of references; 15 years experience in grain and lumber. Address Ford, Box 10, Grain Dealers Journal, Chicago, Illinois.

POSITION wanted by young man, who has had wide experience in the grain business and able to furnish the best of references as to ability and character. At present under contract until July 1st. Address Kroy, Box 10, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as traveling man, auditor or solicitor for some good grain firm or commission house, by married man of 12 years' experience in the grain business. Not afraid of work. Would take good country station. Address Lock Box 25, Schaller, Iowa.

IF YOU can use a man 30 yrs. old, with no bad habits, who has had 5 yrs.' experience in the grain, coal and feed business, with live stock and lumber as a side issue, one year each on the road and in the retail grocery business, drop me a line. Address Arodle, Box 11, Grain Dealers Journal, Chicago, Ill.

## Sales, Shipments and Returns Book

is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10"x16 1/2" inches, used double. The left-hand pages are ruled for information regarding SALES and SHIPMENTS; the right-hand pages for RETURNS. Under SALES the column headings are Date, Amount Sold, Price, Grain, Terms. Under SHIPMENTS are Date, Car No. and Initial, Our Weights, In Bushels, Grade, Route, Rate. Under RETURNS are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

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GRAIN DEALERS JOURNAL, 255 La Salle St., CHICAGO, ILL.

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This book is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

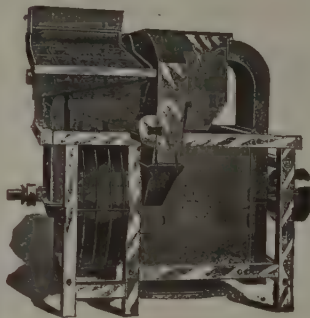
Each page is 8 1/4"x14 inches and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

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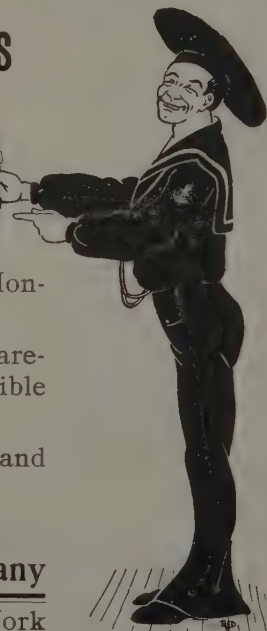
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## GRAIN DEALERS JOURNAL

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**CHARLES S. CLARK, Manager.**

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#### Letters

on subjects of interest to those engaged in  
the grain trade, and trade news items are  
always welcome.

Entered at Chicago, Ill., Post Office as  
Second Class Matter.

CHICAGO, ILL., JUNE 25, 1905.

SOME dealers are satisfied with a fair profit on a small volume of business, while others prefer a large volume of business even at a heavy loss.

OATS got cornered last year, but then the operators in the July option did not suffer the squeeze experienced the year before. It is a good time to consider these matters.

FAILURES of option commission firms are occurring with remarkable frequency. Nothing has exceeded it in the grain business since the fighting days of the old time grain dealers.

THE BROKER who does not speculate is in the strongest position to serve his customers' interest without bias. He never places the customer's interests in jeopardy by his own deals.

OHIO crop reports and their reliability are to be seriously considered by the Ohio Ass'n at its annual meeting, with the view of adopting some plan for determining their real value. Many of the crop reports issued by the different state bureaus are not worthy of the credit given them by the trade, for the reason that they do not represent the result of extensive or careful work. Unless a state is well covered with correspondents and their work carefully and intelligently supervised, the reports are of little value.

THE grain dealer who finds it impossible to restrain himself from driving into the country to bid on farmers' grain does not deserve to realize a profit from the business. If the farmer is willing to sell to him he will call for his prices.

THE recent decision by an Iowa district court that railroads have the right to discontinue car service to a private switch is unfair to shippers who have furnished railroads with this valuable accessory to their terminal facilities. Next thing these greedy carriers know the Hawkeye State will have a reciprocal demurrage law.

FROM every section of the country come reports to the effect that corn is backward, corn will be late, corn cannot mature, all of which should encourage the wise grain man to trim his lamps in advance and get his drier in working order, that the corn which he has to ship may arrive at destination in merchantable condition.

DEALERS of Missouri, Indiana and Ohio are again struggling with their competitors in an effort to induce them to stop lending bags to farmers. They know the practice is very expensive because they have tried it and paid the bills. Now is the time to stop lending and confine your energies to the grain business.

READERS finding errors or misinformation in the news columns of the Grain Dealers Journal will confer a great favor by immediately notifying us of same. Our news department covers such a large field that we must necessarily depend upon numerous channels for the information, and it is our desire to correct any errors which may occur as promptly as possible.

TENANTS who sell grain after having contracted its sale and accepted money in part payment for it, in some states may be prosecuted for selling that which does not belong to them. As a rule, the tenant who indulges in such trickery is not responsible, hence a civil suit would avail the grain dealer nothing. However, in the interest of all honest men, rascals of this character should be locked up, as a warning to others of their ilk.

FAILURE of the Greek retention law is another instance of the impossibility of fixing prices by legislation. Expecting to receive the higher minimum price for export, growers increased the areas of their vineyards and produced more currants of poorer quality, which it has been found impossible to market on the basis established by the government. The demand in Greece now is for the abolition of the government restrictions and return to reliance on natural supply and demand.

AT LAST flax fibre is to be used on an extensive scale for the manufacture of binder twine. In fact the International Harvester Co. is installing a number of large machines for its manufacture, so that grain dealers living in a territory producing a large quantity of flax seed will no doubt be called upon to buy, bale and ship flax straw as well.

THE member of an ass'n who keeps his grief to himself and suffers silently is not in a position to blame the organization for not accomplishing anything. The dealer who has real trouble is in an advantageous position to see where the ass'n is needed and to point out the opportunity for helping all members, himself included. It is his duty to make himself heard.

LIGHTNING has struck several elevators recently, reminding us of the elevator saved last year from destruction by fire resulting from a stroke of lightning, because the owner had sufficient foresight and care to provide barrels of salt water and buckets at convenient points about the house, so that the employes were able to return to the house and extinguish the flames in their incipency.

BEGIN the new season by posting your prices every morning on a blackboard where all comers may see them, and stick to what the blackboard says. By maintaining prices which you can afford to pay, you impress farmers with your willingness to pay all the market justifies. By changing your prices two or three times a day you offend all those who receive the low price and convince those who receive the high price that you are striving to buy grain for less than its market value. If you would convince the growers of your desire to deal with them fairly determine, first, what is fair to your own interests, and then stand by it, even tho your competitor pays double the price.

THE claim bureau feature of ass'n work has found another champion and it seems very likely that the Tri-state Ass'n will soon have a Claims Comite to assist members in the preparation and proper presentation of claims for losses suffered. Last fall the Ohio Ass'n adopted this feature and at its next meeting will adopt plans and rules for the government of the bureau, which is designed to assist members in securing what is fairly due them from carriers. The collection and the arrangement of the essential evidence necessary to substantiate a shipper's claim for loss suffered thru some dereliction of carrier is a field of labor which should double the assn's value to its members, and especially to those whose interests are not large enuf to warrant them in employing the services of a traffic manager.

IT IS the aim of and desire of this Journal to publish facts about dealers who indulge in trickery or unfair dealing, but before we publish anything we must have the truth. Rumors are not to be relied upon and we can not accept such as facts.

GRAIN shippers to Minnesota terminal markets will be greatly grieved to learn that the Railroad and Warehouse Com'n. of that state, finding itself face to face with a surplus of \$120,000, has decided to reduce each inspection fee to cents. *Don't kick.*

AN Illinois grain dealer complains that train crews are criminally careless in the disposal of burning waste taken from hot boxes of cars. It seems that a fire was recently started which was quickly communicated to the platform about his elevator. Naturally he is indignant, and it would seem eminently fair that the secretaries of the different assns. should protest to the heads of the operating departments of the different railroads against a repetition of such carelessness.

THE Ass'n which makes its services of real value to the members of the trade does not find it necessary to consider ways and means of forcing payment of dues or of working any side grafts to obtain sufficient funds to pay its office rent. The organization which desires to command respect, to win support, must first deal honestly with the interests intrusted to it and promote the interests of its members sufficiently to induce them voluntarily to give it all the financial support it needs.

ST. LOUIS Merchant's Exchange proposes to raise the minimum weight of a carload of grain on a cash sale from 30,000 to 40,000. In view of the tendency of grain carriers to dictate to shippers how large a car they shall use for each shipment and how much shall be placed in each car, it seems almost useless for the Exchanges and Ass'ns to take cognizance of the variation in the size of cars. Uniform sized cars and uniform regulations by carriers and the trade organizations would greatly simplify the matter.

THE reconsigning graft, so long and so profitably worked by grain carriers, has received a death blow from the Missouri R. R. and Warehouse Com'n., which has ordered that all shipments of freight in Missouri shall be switched once free after arrival at destination in addition to the switching necessary to place the shipment on the hold track. The railroad commissions of other states will please consider their own powers in this matter, as it will take the combined authority of the state and interstate railroad commissions to place a permanent check on this graft.

NEW ORLEANS railroads furnish elevators and load grain into ocean steamships free of charge, while in New York all kinds of extortionate charges are levied upon the export grain trade. *Puzzle*—Why is the metropolis losing its export grain trade?

GRAIN dealers of many different markets have been complaining of poor business during recent months, and yet in spite of this depression, we find that the grain Exchanges of Kansas City, Buffalo and Indianapolis are actively engaged in the preparation of plans and the selection of sites for new Exchange buildings. So we must conclude that the dealers have plenty of money even tho they have been doing business simply for the fun of it during the last six months.

THE SEED grain and soil specials continue to gain popularity with the railroads, the Frisco, the C., B. & Q., and the St. L. & S. F. R. R., being recent additions to the champions of this method of educating the farmer to a true conception of his opportunities to secure larger and better crops. It would seem that the grain growers of the country, with agricultural publications numbering several hundred, should be able to obtain, without much expense or effort, knowledge of improved methods, but the special train seems to impress them more emphatically with the necessity of doing something NOW.

COAL DEALERS and lumber shippers are working with railway traffic managers in behalf of improved weighing facilities, and in some cases they have been promised more track scales and better care thereof. It is a very easy matter to prove to any intelligent traffic manager that most of the weighing now done by the railroad weighing ass'n's on track scales is unreliable. The Northwestern has recently, at the behest of the Lumbermen's Ass'n, undertaken to weigh cars at stated points where an authorized weighman is established. Heretofore this work has been done wherever it happened to have facilities, and by any employee who happened to be at hand. It did not matter that the scale was not in working order and the cars remained coupled. The weighing was done in a perfunctory manner and no one seemed to care whether it was right or wrong, but of course such careless work loaded down the Claims Bureau of the Weighing Ass'n with so much work as to necessitate the repeated increase of the clerical force. If grain carriers had facilities for weighing which could be depended upon to be even approximately correct the trade would be relieved of many acrimonious disputes and the tracing of losses to their true source be made easy.

COUNTRY barley buyers will profit by immediately warning the growers of their sections of the danger of cutting their barley before all of each field is fully matured. The uneven growth of barley in northwestern Iowa and southwestern Minnesota this season is credited by barley experts who have been out over the fields directly to the immaturity of the grain used for seed. The mixing of ripe, plump grain with imperfectly developed barley could not make more grief for the maltster than cutting a field before all of the grain has fully matured. The malting value of the grain depends upon the starch content, hence it is easy to show the grower how he diminishes the market value of all his barley by cutting a field before the heads are ripe. The presence of a large percentage of undeveloped grain in a shipment destroys its value to the maltsters and prevents its being sold other than as feed barley in the central markets. Carefully conducted experiments conducted by each of the agricultural experiment stations have long since established the fact that plump, heavy seed wheat will produce stronger straw, longer heads and heavier grain than thin, light-weight seed, and the results from barley cannot be expected to be different.

#### POSTING UNFAIR DEALERS.

Posting unfair dealers is one of the very commendable practices of the Buffalo Chamber of Commerce. It helps to place honestly disposed members of the trade on their guard and also affords a potent stimulus to fair dealing by those who might otherwise indulge in trickery. A majority of the members of the trade are disposed to deal fairly regardless of whether or not they are complying with the spirit or letter of their contracts and a widespread acquaintance leads us to believe that the number of dealers who are so disposed is surely increasing.

The trade has little use for the dealer who is ever gouging those with whom he is able to do business. A few men of this character have succeeded in doing brother dealers for a time and kept within the limitations of the law but the story of their methods soon gets abroad, and the number of their possible customers rapidly diminishes.

Some of the strong ass'n's. of shippers have posted members who refused to arbitrate or abide by the decisions of the arbitration comite. No organization, be it an ass'n. of shippers or of receivers, can hope to merit that respect from the trade which is essential to its life and influence, if it compromises in the slightest degree with wrong. The organization of today which grows must be a staunch champion of fair play and so conduct its affairs as to be above suspicion of favoring any but a square deal for all.



## "ORDER NOTIFY" Bs-L.

Railway traffic managers are beginning to consider seriously the character of the different forms of Bs-L now in use and especially "Order Notify" Bs-L. A contributor to the *Railway Age*, who is evidently identified with the traffic department of a leading grain carrier, after pointing out the necessity for Bs-L of uniform size, says that the carrier in issuing such Bs-L "greatly adds to its burden of responsibility and frequently to its claim loss account." That in handling such shipments carrier assumes two distinct risks, viz.: "First, damage or loss incidental to handling in transportation. Second, Erroneous delivery or failure to take up original B-L." He further adds that "in addition to the risk of wrong delivery additional expense is added to this class of shipments in handling from necessary re-checking and exercise of care in billing and delivery."

In other words, this champion of the carrier's interests seeks to point out a great burden arising from the use of this class of Bs-L and to justify an additional charge for issuing such Bs-L. How very fair; how very just! Is not every carrier liable for damage or loss of every shipment entrusted to it for transportation? Is not every carrier liable for his own errors in delivery? This very ardent champion of the rail carrier would have us believe that it has no liabilities save under an "Order Notify" B-L.

Some carriers have recently suffered loss on such Bs-L because they have delivered freight to holders of forged Bs-L and others have been forced to settle for wrong delivery of grain. It is evident that at least one traffic man desires either to abolish the "Order Notify" Bs-L or else charge extra for their use.

In a detailed statement by him covering a 10-day period, he shows that the total weight of "Order Notify" shipments was 1,398,520 tons; while grain and its products amounted to 1,112,425 tons. In other words, "Order Notify" Bs-L are used very little in any line of trade other than grain.

If the grain shippers of the country are to promote and foster their own interests in this matter they must put active men to work in behalf of their interests. The grain dealers and the bankers would welcome the adoption of a uniform size, color and form for "Order Notify" Bs-L and would also welcome the protection of Bs-L of this class by carriers with such restrictions and requirements as would reduce the ease with which they can be forged.

Shippers should not wait until the carriers have adopted some obnoxious and burdensome rules governing this class of business, but should take the initiative

and demand everything in sight in hope of obtaining a bill which will prove fair to all and protect the interests of all.

## FIRES FROM LOCOMOTIVE SPARKS.

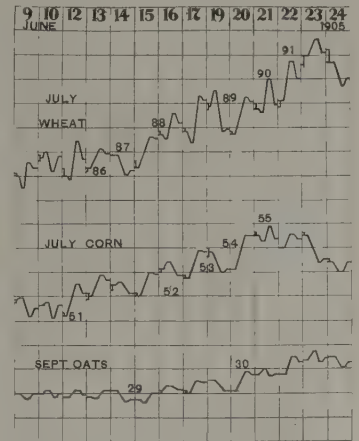
Elevator owners who have lost property by fire resulting from sparks emitted by passing locomotives will be pleased to read in our Ohio news columns this number, that a Circuit Court has affirmed the judgment of a lower court, granting damages to the extent of \$14,000, for the destruction of an elevator by the railroad company. Seldom is an elevator built now days without its being covered with iron roofing and siding which materially reduces the opportunity for sparks finding a lodging. Then, too, the windows are covered with a heavy wire screen which reduces the probability of sparks getting into the house thru the windows. The screens also protect the window panes from stones thrown by careless boys and keep pigeons and sparrows out of the house.

It is right that an elevator owner should take every precaution within his power to reduce the opportunities for fire being started by sparks from locomotives. The law requires railroad companies to equip their locomotives with spark arresters, but few of them comply with it, preferring to ignore their legal as well as their moral obligation. Some of them have escaped their legal liability by inserting a clause in leases for land for elevator sites releasing them from all liability for losses resulting from fires caused by sparks from locomotives, but this does not relieve them of their moral obligation to the elevator owners.

"You can't bull wheat in June" is an old saying.

## Chicago Prices

The opening, high, low and closing quotations on wheat and corn for July and on oats for September delivery at Chicago, for two weeks prior to June 25, are given on the chart herewith.



## Crop Conditions.

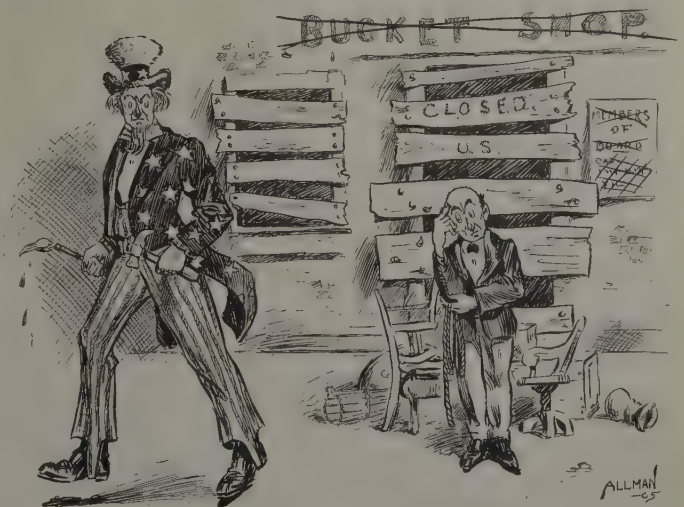
Corn is making splendid recovery from the wet and cold of early June. The fields have been cultivated two and three times, and are in shape to respond to the hot, forcing weather that may be expected in July.

Very few complaints are made of oats, which promise a heavy yield in Indiana and Illinois.

Too much rain in parts of the barley territory has induced a heavy growth of straw.

Spring wheat maintains its high promise. Tho there has been a little too much rain in the Red River valley, wheat never looked better, especially in Canada.

Winter wheat yields are disappointing in many localities of Texas and Tennessee; while north of the Ohio River and in Nebraska harvest is approaching with prospects of excellent yields.



The Bucket-Shop Man Will Take a Little Outing.

# Crop Reports

**CALIFORNIA.** San Francisco: The present barley crop is one of the best. The yield will be nearly 750,000 tons.

**CANADA.** Hamiota, Man.: Prospect for an abundant harvest.—Winnipeg, Man.: The first report from the provincial government gives the increase in the grain area as 384,298 acres. The wheat area increased 231,000 acres; oats, 87,000, and barley, 71,000, while the acreage of flaxseed decreased 10,000. Wheat is somewhat further advanced than usual. Showery weather delayed seeding of oats and barley. An abundant hay crop is assured. The total area under crop is: wheat, 2,643,588; oats, 1,031,239; barley, 43,298; and of flaxseed, rye, peas, corn and pasture, 110,464 acres.—Winnipeg, Man.: In some parts of Manitoba wheat is thin on the ground due to too deep seeding with press drill. Crop prospects are still splendid.

**IDAHO.** Condell: The red chaff looks fine, but the sonora wheat is the finest stand in years.

**ILLINOIS.** Golden Gate: Will have a big crop of oats.—Darien Co.: Oats heading out good.—Gibson City: The seed corn beetle is doing damage.—Pontiac: Crop looking fine all along the road from Dixon and Rockford to Pontiac.—Mackinaw: Acreage of oats and oats same as last season. Corn fine; corn has made rapid growth and is clean; some cultivated second and third time. Wheat little wheat is raised here looks good.

**INDIANA.** Lafayette: Outlook very promising for grain.—Huntington: Wheat, rye, hay and oats very favorable.—Berne: Crops fine; wheat stands nicely; harvest will be a week earlier; oats doing good; grass short length; cultivating corn.—Onward: Too wet for wheat, some molding; oats not hurt; both promise large yield. Acreage of wheat small, of oats large. Corn backward, but weather favorable.—Azalia: Wheat acreage about 80 per cent, but crop will be 90 per cent.—Trafalgar: Wheat acreage only 50 per cent of average; corn 5 per cent above average.—Lima: Wheat and oats remarkably fine; corn late, but we are having fine weather at last.—Bentonville: Acreage of corn about the same and doing fine. Acreage of wheat about 1-3; but good quality. Oats is the largest acreage ever put out in this county and looking fine.—Indianapolis: The wheat acreage this year as reported by the chief of the state bureau of statistics is 1,641,984 acres, or an increase of 10 per cent over 1904.—Wabash: Wheat in this county promises a good yield per acre.

**INDIAN TERRITORY.** Catoosa: Oats small crop, but good if can be saved. Wheat crop small; very poor; some too poor to cut and others too wet.

**IOWA.** Carpenter: Crops looking fine; corn a little backward, but now having fine corn weather.—Castana: Corn looking good, the late on account of replanting. Small grain on 15 and corn on 85 per cent of the cultivated land.—Bride: Small grain poor but corn good.—Calmar: Crops look exceedingly fine. Barley, our main crop here, all headed out and a heavy stand; corn and oats also look fine, also flaxseed.—Sloux Rapids: Grain movement light; farmers busy in corn fields; prospects fine; oats little rank; corn good stand.—Dixon: Small grain and corn fine; prospects never better.—Cedar Falls: Acreage of corn and small grain about the same. Oat crop in early; outlook good. Barley looking fine. Farmers late in planting corn because of wet weather; since warm weather came is making rapid growth; with favorable weather for balance of season will make good crop.

**KANSAS.** Holsington: Wheat acreage about same as last year; will make an average of 14 bus. per acre; berry has filled well; looking well grade No. 2.—Pock: Wheat conditions is better than at this time last year, but yield will not be more than half. After looking over Sumner, Harper, Pratt, Barber and King-

man counties think the 85,000,000-bu. estimate 20,000,000 bus. too high. Acreage in these 5 counties is materially less. Oats fair. Corn growing well but small.

**KENTUCKY.** Lexington: Most of wheat cut, none threshed; good yields and good crop; from 15 to 25 bus. per acre.—Frankfort: Acreages as reported by Hubert Vreeland, commissioner of agri. are: Corn, 99; wheat, 90; oats, 97; barley, 93, and rye, 95.—Dyconsburg: Wheat crop harvested; threshing will begin about July 1; outlook good for quality; about  $\frac{3}{4}$  of an average crop. Oat crop good. Meadow prospect good. Corn doing well; full acreage planted.

**MARYLAND.** Baltimore: During past 2 weeks weather conditions favored rust in many localities; reports indicate slight damage, locally, but nowhere seriously. Expect full average crop from reports from machines. If favorable weather continues. Weather perfect for young corn; frequent showers followed by hot weather started active growth, changing sickly, yellow plants to healthy dark green. Oats promising, if straw counts, which it doesn't in this locality. A few hot suns during maturing season will knock finest prospects into complete failure.

**MICHIGAN.** Scottsville: Acreages of wheat, rye, oats and barley fully as large as last season and promising full crop. Corn looking good. Hay more tons than last year.—Tekonsha: Wheat acreage about average; too much rain; prospect 12 bus. per acre, compared with 4 bus. last year. Harvest begins about July 4.—Three Rivers: Wheat looking well but thin on ground; will yield about 10 bus. per acre.—Tres Oaks: Wheat acreage about 75 per cent; condition and prospect 100 per cent; never saw better. Oat acreage nearly 100 per cent; condition and prospect 100 per cent. Hay prospect perhaps 75 to 80 per cent. Corn little backward, but doing well.

**MINNESOTA.** Mazeppa: Crops look good; barley too much straw. Corn late but will be all right.—Montevideo: Wheat beautiful. Increased acreage of at least 15 per cent and good crop thru-out this territory.—Northfield: Plenty of good rains for oats, corn backward. Crops look fine.—Morgan: Wheat acreage about same as last year. Crop of all kinds of grain very heavy; weather favorable; expect a bumper crop. Wheat about 2 weeks ahead of last season.—Minneapolis: Red rust present in some districts of Minnesota and the Dakotas, but no black or stem rust found. Dark spots on lower leaves of many plants mistaken for rust; result of "shot-hole fungus." Wheat plant growth very strong; dead leaves found at bottom of plant due to excess of moisture or being deprived of light and air; crop in splendid growing condition. All fields look thrifty but growth estimated 10 days late.—The Van Dusen-Harrington Co.

**MISSOURI.** Wellington: Wheat splendid tho a little thin; will make average yield of good quality. Corn a little backward, much improved by recent rains.—Lockwood: About 90 per cent of wheat cut; berry plump and of good quality; yield 12 bus. per acre. Oats looking fine; corn making big growth.—Callao: Wheat acreage  $\frac{1}{4}$  less but yield excellent. Oats short, well filled, acreage little more. Corn acreage some larger, now in fine condition. Hay light.—Butler: Wheat acreage smaller and yield lighter but quality will be good; yield will average about 10 bus. per acre. Oats crop best in years; acreage 1-3 larger. Flax will be good. Meadows thin because of dry weather. Prospect for corn all that could be desired; acreage large; about 2 weeks early.—Butler: Wheat about an average acreage; will be light yield, but extra good quality; harvest just commencing. Large acreage corn; good stand; fair condition; mostly laid by. Hay crop will not be large on account of dry weather in early spring.—Canton: Wheat being harvested; quality good; yield will be fair; acreage only moderate. Oats look promising; good acreage. Corn backward, because of cool weather in spring and too much rain; think will be an average crop. Meadows rather light. Crops along the river bottom have been heavily damaged.

**NEBRASKA.** Kearney: Too much rain, wheat less than average; oats fair

acreage and fair yield. Corn late and weedy, most replanted 2 and 3 times.—Charleston: Winter wheat in bloom, breaking down, lots of white heads. Corn fair, weedy, backward 2 weeks; 10 per cent old corn left in farmers' hands. Oats looking fair, some headed out; about 20 per cent old oats left in farmers' hands. Old wheat left in farmers' hands, 10 per cent.—Kearney: Weather too cold for corn; wet weather continues with considerable hail.—Orleans: Wheat acreage 100 per cent greater than last year; yield promises 4 times as much; plenty of rain. Corn backward on account of cool nights.—Omaha: Wheat acreage about 35 per cent; filling very well but thin on ground; probable yield 10 to 20 bus.; better quality than last year. Corn acreage about 50 per cent; fair stand, but backward on account of cool weather. Oats look extra good; acreage about 10 per cent and prospect for a good crop.—Orchard: Wheat acreage a good crop. This station 2,500 acres; probable yield 20 bus. per acre. Oats, 15,000 acres; probable yield 45 bus.; Corn, 22,000 acres; probable yield 40 bus.; Rye, 4,500 acres; probable yield 18 bus. Conditions favorable to all kinds of small grain, especially oats. Corn will be about 10 days later than last year; indications are for good crop.

**NEW YORK.** Buffalo: Weather too good for winter wheat crop lately. For some time grew very slowly because of cool weather, but now with hot weather it is hoped the change has come too late to affect strength of stalk. State millers need home crop, especially as it has failed so often of late years.

**NORTH DAKOTA.** Fargo: Prof. Bolley, who has found rust spores on barberry bushes near wheat, states that dry weather will prevent the spread.

**OHIO.** Greenfield: Crops looking well; wheat harvest almost at hand with indications of a big yield; corn growing rapidly.—Archbold: Wheat promising as to yield and quality; acreage larger than for several years, and will harvest first week of July. Oats acreage not as large as former years, conditions fair to good. Corn full acreage, good stand healthy growth; some low ground replanted; conditions excellent for cultivation.—Butler: Wheat 90 per cent of full crop; corn doing well, acreage 80 per cent. Oats acreage large and prospect fine.—Toledo: Many grain men predicted harvesting would begin 2 weeks earlier this year, but cool weather and excessive rainfall has done much to develop larger grains and mature the crop at usual time. Corn replanted fourth time; not in 20 years has crop been destroyed by hard rains so many times. Excessive rains have razed hundreds of acres of oats.

**OKLAHOMA.** Lawton: Acreage of wheat, in territory tributary to Lawton, 14,687 acres; will probably average 12 bus. per acre; good quality.

**OREGON.** Pendleton: Wheat and barley harvest in Umatilla county will commence about July 1; where spring wheat predominates will be about 10 days later. Weather conditions have made backward growth for all kinds of grain.

**PENNSYLVANIA.** Graybill: Wheat appears well filled; straw somewhat short; expect an average crop. Harvesting begun. Corn makes a nice appearance after spell of warm weather. Oats heading; with sufficient rain will yield an abundant crop.

**SOUTH DAKOTA.** Herreid: Crop prospects never better. We have abundant moisture, and that means a great deal in this section.—Revillo: Wheat acreage slightly increased over last year; somewhat backward; weather favorable now for good growth. Flax acreage increased about 10 per cent; prospects fair. Oat acreage about same; condition fair. Barley acreage average of last 2 years; condition fair.

**TENNESSEE.** Mohawk: Wheat yield is falling away below expectations. Corn prospect is improving. Hay prospect good.

**TEXAS.** Dallas: Texas wheat crop is turning out very light both in yield and quality. Oats not quite as good as expected; some sections crying for rain; corn will be short.—Dallas: Wheat very poor in back land but in west Texas and Panhandle crop is above aver-



age. Wheat crop of state will be about 10 per cent less than last season. Oat crop will make more than average yield in state as a whole; acreage not so great as last year. It is safe estimate to place wheat crop at about 12,000,000 bus. Corn crop in good condition; acreage greater; late planted corn making very good stand.

WASHINGTON. Walla Walla: Barley fields beginning to ripen, giving promise of one of best yields in history of this country; first new barley will probably reach millers about July 4, with a ready market for all that can be brot in the first few weeks, as dealers are almost out and in some cases ship in rolled barley from outside markets; no whole grain to be obtained at any reasonable price.—Palouse: Recent rains insure a crop above normal. Crop in Big Bend country in best possible condition. Probable that the wheat crop of state will reach 30,000,000 bus., and maybe in excess of that amount. Acreage here from 10 to 15 per cent larger than last year.

WISCONSIN. Two Rivers: Oats, barley and pease damaged by too much rain about 30 per cent. Hay crop the largest ever.—Stoughton: Big prospects for small grain, but look for lodged grain and small yield.—South Byron: Growing crops look fine.—Sparta: Winter wheat and rye will be a big crop; oats and barley will be too heavy if wet weather continues, some lodged. Corn backward, but looks healthy; hay good crop.—Ripon: Rain too much; small grain too heavy and lodging while not half grown. Corn very backward, impossible for farmers to work it, too wet.—Templeton: Never looked better for a full crop of rye, barley, oats and winter wheat. Winter wheat and rye small acreage; barley and oats acreage same as last year. Weather too wet for all kinds of grain, straw soft.—Madison: The State Board of Agri. reports excessive rainfalls thruout state during first 15 days of June, which with the low temperature caused much seed corn to fail to germinate. General condition of small grains is excellent. Hay crop will be one of the heaviest ever harvested. Oats and barley producing too much straw and in danger of lodging. Corn stand reported satisfactory in south but complaint of rotted seed and damage from cut worm in central and northern Wisconsin.—Dodge County: Barley yield will be very large and of good quality, in the banner barley producing district of the state. Excessive rainfall will cause considerable discoloration.

BARLEY. Sheldon, Ia.—One of the peculiar features of the growing barley crop this season is the marked unevenness of growth. Parts of the fields are heading out nicely while other portions show no signs of heading. This unusual condition no doubt was brot about by the fact that the seed was of mixed quality, caused by the early cutting of the grain last fall before it was fully matured and mixing the early cut with the later or more matured grain, by the farmers in threshing. This condition exists thruout western Minnesota and Iowa barley fields as well as in parts of eastern So. Dak.—G. B. Rait.

## Asked— Answered

### WHICH IS BETTER?

*Grain Dealers Journal:* I would like very much to have the views of experienced grain shippers on consigning and selling grain on track. I have turned the matter over in my mind time and time again but without arriving at any satisfactory solution. I know there are many firms seeking to buy grain on track at country points in preference to buying it on the floor of the grain Exchanges, hence I find it difficult to bring myself to believe that they do not profit more by buying in this manner.

It seems to me that the shipper whose grain has the personal attention of a live commission man should realize a much higher average price throughout the season than when selling his track, and surely he will always obtain the full quality value if his commission man is on to his job. I appreciate that the track buyer, in order to protect himself, must base his bid on the value of the poorest quality of the grade he bids for and expects to obtain all the benefit of that portion of the grain which grades better than what he bids for. I have not followed either plan throughout a season, hence cannot compare one with the other. If experienced shippers can favor me with such a comparison I will greatly appreciate it. Very resp., J. N. F.

### CAN CONTRACT BE ENFORCED?

*Grain Dealers Journal:* Some time ago I advanced a party money on corn on contract providing that the price be left open until the corn was delivered, the seller agreeing to deliver the corn on demand of buyer. The grower sold this corn a second time early this month and hauled it off without even coming near us. We herewith enclose a copy of the contract and will be pleased to know what is best to do. Any suggestions will be thankfully received.—R. C. Wenzel, Eagle, Neb.

The exemption of corn and beans from duty in Costa Rica will continue until Dec. 31, 1905.

### Hay Imports and Exports.

Hay imports during the 10 months prior to May 1 were 40,721 tons, against 91,992 tons for the corresponding months of the preceding season.

Hay exports for the 10 months were 56,383 tons, compared with 52,283 tons for the same months of the preceding season, as reported by O. P. Austin, chief of the bureau of statistics.

### Popcorn in Britain.

Maizypop, Ltd., is the name of a company recently incorporated in Great Britain to introduce popcorn. A trademark has been registered, a building leased and large quantities of the American confection manufactured. The promoters are S. W. Bonsall, of Boston, Mass., and C. H. Randetock, of New York, N. Y. The name "maizypop" is a concession to English diction.

### Corn Oil and Cake Exports.

Exports of oil cake during the 10 months prior to May 1 were 18,719,025 pounds of corn oil cake and 551,815,144 pounds of linseed oil cake, compared with 12,276,665 pounds of corn oil cake and 607,731,884 pounds of linseed oil cake for the corresponding months of 1903-4.

Exports of corn oil during the 10 months were 2,352,959 gallons, compared with 2,731,425 gallons for the corresponding months of the preceding season, as reported by O. P. Austin, chief of the bureau of statistics.

### Rice Imports and Exports.

Imports of rice and rice products during the 10 months prior to May 1 were 39,043,485 pounds of rice and 53,487,561 pounds of rice flour, rice meal and broken rice; compared with 66,155,714 pounds of rice and 61,234,833 pounds of rice flour, rice meal and broken rice for the same months of the preceding season.

Exports of rice and rice products for the 10 months were 65,863,761 pounds of rice and 36,612,279 pounds of rice bran, meal and polish; compared with 1,257,324 pounds of rice and 25,786,020 pounds of rice bran, meal and polish for the corresponding months of the preceding season, as reported by O. P. Austin, chief of the bureau of statistics.

\$115.00

## GRAIN CONTRACT

This Is To Certify: That...I. have this day sold to Ed Wenzel & Son, of Eagle, Neb.....One Thousand.....bushels of.....White Shelled Corn.....to grade No..3..or better, now in my possession on.....Mrs. C. C. Rothrock's farm.....in.....Cass.....county, Neb., for the sum of....Market price when delivered....per bushel, paid as follows, to-wit: .....One hundred fifteen and no hundredths .....Dollars paid, the receipt of which is hereby acknowledged, and the balance to be paid when the said grain is delivered at Eagle, Neb., which shall be on.....demand.....

Any of said grain that shall fail to grade as stated shall be applied on this contract, but the price for same shall be the above mentioned contract price less the discount or difference in market price in Eagle, Neb., at which such inferior grade is selling as compared with the above stipulated grade at the time of the delivery of this grain. I hereby covenant that said grain is now owned by me, is in my possession and is free and clear of all liens and incumbrance whatsoever.

Approved this same date by

Signed.....1st.....day of.....Oct.....190.....

.....R. C. Wenzel.....Buyer.

.....R. J. Mick.....Seller

## Tri-State Meeting at Sioux Falls.

The annual meeting of the Tri-State Grn. Dirs. Ass'n was called to order in Germania Hall, Sioux Falls, S. D., at 2:25 p. m. June 21 by Pres. A. F. Brenner.

An address of welcome was delivered by Thos. F. Brown, Pres. of the Board of Trade, and Pres. Brenner responded.

E. S. Woodworth read a very interesting paper on different features of The Grain Trade, from which we take the following:

### The Grain Trade.

I appreciate very much the honor that is shown the Minneapolis Chamber of Commerce, and me personally, by being asked to say a few words to you.

The grain trade has within its confines so many roads and lanes, and can be covered from so many different points of view, that to cover the trade with every feature introduced and speak in a way to include the business in its broadest scope, would be almost an impossibility. It goes without saying that the remarks I may make to you must necessarily be conclusions, arrived at after some years of contact with all grades of grain and are saying. They will make a trade with you, and will pick you up on some technicality, observing the letter of the agreement or trade, but over-looking or deliberately ignoring the spirit of the agreement. Men who are perfectly honest, but who are not absolutely fair men, who are respected men, whose credit is good at all the banks, but men who are not much beloved. They are men who are not spoken of kindly while absent, but are generally the subjects of attention by all Knockers' Clubs.

Then again, you do occasionally meet a man whose moral responsibility does not cease immediately at the line where his legal responsibility ceases, and who will betray some effort to carry out the spirit of all agreements or trades. A man who arrives at a time past middle life, and who can look back upon a business career, feeling that he has endeavored to do this, and feeling that perhaps he has, rather than otherwise succeeded, and has a fair competency, is much more to be envied than the man who is extremely wealthy and has had the reputation of turning short corners, driving a hard bargain, or having been over-shrewd. This over-shrewd class of men are large enough, so that the absolutely fair-minded man must be on the alert to meet competition, but we will all concede that the fair-minded man is the one we like to trade with, and the one who all along through life is the most to be envied.

A high and fair-minded grain man in any country or community has a great opportunity to exert influence along right lines, and if he takes the pains to post himself as to the method of line elevators, terminal elevators, and the grain trade at large, he will be in a position to say the things to the voters of that community along the lines of fairness which would have a tendency to prevent much adverse legislation. The grain dealers are honest, and the farmers are honest, and as they need to do is to be fair with one another, and have a better understanding of the conditions and facts as they exist.

The men in the grain business are located at both ends of the line. We in the cities must work to keep our business free from anything not representative of the best in commercial principle, and you who come more in direct contact with the farmer must work to disabuse his mind of the false notions he will often be found to hold. We are proud of our Minneapolis Chamber of Commerce because of many things, but one of the things of which we have the most occasion to be proud is the fact that the standard is high, and that our members, our grain dealers, millers and elevator men are fair. We want things right, and work together to

make and keep them that way. Being fair ourselves, and pleading constantly for fairness, we can uplift ourselves, dignify our calling and strengthen general confidence: Confidence, the wonderful thing that holds the entire business structure together.

P. P. Quist, State Weighmaster, read a paper on the State Supervision of weights at Minneapolis, from which we take the following:

### State Supervision of Weights.

The idea that the grain is weighed in cars on track-scales, with the locomotive attached to the cars, and other equally ridiculous propositions, have been held by men who ought to know better, and I shall endeavor to give a description of State supervision of weighing, from the time the car from the shipper is set upon the unloading track of terminal mill or elevator, until the official certificate of weight has been issued.

Previous to the year 1885 all grain shipped to Minneapolis was subject to the supervision of the Chamber of Commerce, the rules and regulations of handling the grain being prescribed by that commercial body. As the membership of this organization was composed almost entirely of millers and grain dealers, the feeling naturally obtained (whether justly or not) that the handling of the grain was most likely to be in the interest of the terminal dealers, rather than in the interest of the shippers or producers, and that feeling resulted in the enactment of the law creating the State Inspection and Weighing Department, the control of which was assigned to the State Railroad and Warehouse Commission.

With this end in view, constant supervision is exercised by the State of the handling of all the grain that reaches the terminal markets, whereby the producer has a disinterested, bonded representative furnished by the State to see that all interests are taken care of impartially and securely, and the State certificate bearing the seal of the State of Minn. is regarded by the business world at large as an evidence of expert service, and painstaking care in the handling of the grain that comes in a continuous stream.

The State stands as an arbitrator between the buyer and the seller; it treats both with equal fairness; it is impartial as it has no financial interest; its only care being to see that justice is done.

In this connection it may be well to state that each member of the weighing department is under a security bond of \$5,000 and is personally liable for the results of his work in the matter of error as well as for the non-performance of duty.

When the grade and dockage has been determined and the car is set to the mill or elevator to which it has been consigned for unloading, it is carefully examined by the State weigher who takes the official record, making a note of any faulty seal conditions that might exist. He also makes a careful investigation as to how the car is loaded, describing the character of any leakage or bad-order conditions, and these notations are made accordingly on the official certificate of weight when issued.

When the grain is all elevated from a given car, the State Weigher sees that the scale is properly balanced, and he then makes the official record of the weight in a book provided by the State for that purpose.

He then takes an impression of the weight on the type register of the beam, which is an arrangement of raised types on the beam and counter-poise standard, whereby when the balance is established, an actual impression of the weight is made on an especially prepared card, which card is kept on record, showing the positions that the beam poise and counter-poise weights must have taken when the card was printed. Since the figures of the beam and the corresponding types are fixed to the beam it is evident that they must always hold a relative position, and it is impossible to print any other weight except that at which the balance is taken, unless the printing guides were moved intentionally.

In taking the weight, the State weigher has not by himself, for with him is the regular house weigher, who also makes a record of the weights, and it is he who handles the garner and scale



hopper valves under the supervision of the State weigher, in those places where hopper scales are in use.

In the Minneapolis weighing system, both hopper and track scales are used, the older mills and elevators being almost all equipped with hopper scales, while many of the elevators more recently built are equipped with track scales, on which the gross weight, car and grain together, is taken, and when the car is unloaded the empty car, which constitutes the tare weight, is then weighed and deducted from the gross weight, giving the net weight.

It is the intention to have track scales protected or under cover to guard against a false balance as a result of wind pressure, as well as to protect the scale from snow or rain whereby a variable balance might be obtained.

When weighing on track scales, the car being weighed is always uncoupled from the locomotive and from other cars. As intimated in the beginning of this paper, it has been thought that cars were weighed while coupled to other cars, but if the grain trade at large could be on the ground and see the care that is taken, it would be seen that the State weigher, whose duty it is to do the weighing, understands the vital principles involved, regardless of the type of scale that is used.

The question of which is the better, the hopper or track scale system, has been a debatable one, and a careful investigation has been made by the Weighing department, as regards the actual percentage of claims on the whole number of cars weighed during the past year, on hopper scales and on track scales in the Minneapolis system, and we find the percentage in favor of track scales a little more than 2 per cent, and even this small percentage would indicate that the track scale system is the ideal one, recognizing, however, that the hopper scale system is reliable when properly handled.

After the grain is weighed, it is distributed to the different bins in the mill or elevator, and, as far as the State is concerned, has lost its identity, except that the Department often makes further investigation in case of alleged shortage, by re-weighing.

In a system as large as Minneapolis, many different types of grain handling apparatus and many kinds of weighing machines are in use, and it is absolutely necessary that the State Weighing Department should be familiar with everything that pertains to the weighing of grain, in order to be able to take a position consistent with the facts in the case, whenever controversy arises between the many interests involved, in measuring the immense fortunes that are handled in the shape of grain.

In Minneapolis we have two of the largest hopper scales that were ever built, having a capacity of 120,000 pounds, while there are several track scales with a capacity of 100 tons or 200,000 pounds.

When it is remembered that these tremendous loads are poised upon steel pivots, reduced to a cutting edge, it shows to what a wonderful degree of perfection the art of steel working has been brought. It is hardly likely that the floor of this convention hall would sustain the weight of a locomotive if it were placed in one spot, while the sharpened edge of steel is required to bear such a load or more for years without being dulled.

Every means that money can secure is in use by the operators of these terminals to prevent error and make correct weights a factor of the business of grain handling. The State even maintains its own scale experts, who are practical men in the work and are held responsible for the results of their work, as regards the adjustment of the scales as weighing machines.

C. C. Neale, State Scale Inspector at Minneapolis, addressed the meeting on The Care and Testing of Scales in the course of which he exhibited diagrams illustrating the working principles of grain scales. He said more trouble was caused by scales being out of level or plumb than even by being worn out. In some scales I have found the load so shifted as to result in a weight being recorded in excess of the correct weight.

Oil is not a good thing for scales. I have found elevator men oiling the pivot points. The oil catches the dust and produces an effect the opposite of that desired.

Because a scale is in balance does not prove it will weigh correctly. Wind pressure may give you a false balance.

The poise should be carefully watched as it is leaded from the bottom and the lead may drop out.

Experience has shown that it is easier to detect scales which are slow in seal than those quick in seal.

The country dealer is more likely to obtain correct weights with a poise than a compound beam, because the exact position of the weights on the poise does not alter the weight, while in the compound beam the notches get filled with dirt and the dog is not always in the position the weighman thinks it is.

You cannot test a dump scale with a 50 lb. wt. At least 2,000 lbs. are needed.

Prof. W. A. Wheeler, of State Agricultural Station, spoke of Grain Improvement. The farmer's first desire is for an improved yield. The miller's for wheat which will give an improved yield of flour, and the dealer has both these desires to contend with.

Grain dealers are not always justified in inducing farmers to introduce new seed wheat. It would be much better for both if the farmer would select the best individual plants and improve the grain thru continued selection.

There is a tendency in this state to sow more and more durum and winter qualities. Both have matured sufficiently to escape the rust. We do not know that spring wheat will escape the rust this year. It is not far enough advanced to tell.

An inspection of the extensive experiments at Highmore, and Brookings experiment stations will convince anyone of the great advantages to be derived from the use of the heaviest seed wheat obtainable. The grain dealer can exert a great influence in behalf of this improvement. By careful selection each year from a single variety the yield and quality can be greatly improved, but a discontinuance of the careful selection will be followed by a deterioration.

The condition of the soil in this state at present is favorable to the development of rust, but the condition of the plant is more favorable to the wheat than to rust.

Some successful experiments have been conducted with Turkey Red winter wheat in this state and no doubt the winter wheat acreage will be increased.

Moved that the Pres. ap'nt a comite of 7 on nominations and 5 on resolutions. Carried.

J. N. Barnard, chief Deputy Inspector at Minneapolis, being unavoidably detained at home, his paper was read by Sec'y Quinn. From it we take the following:

## State Supervision of Grain Inspection at Minneapolis.

When a car load of grain is pulled into the inspection yard the inspector's helper proceeds to take the number of the car on a seal list, taking this together with the initial of the car and the railroad seal on the side door. He then breaks the railroad seal of which he has just taken a record, opens the car door and the car is then ready for the inspector. The inspector follows this man with another helper who has a brass probe. He uses this probe to make several plungings at different points in the car, which he submits to the inspector at the car door. After the inspector has placed the grade on the wheat he records the same in his track book and passes on to the next car, where a similar operation is gone through with.

When the inspector comes to a car of wheat which is very dirty or too dirty to estimate the dockage he takes his sieve and kettle and determines accurately the number of pounds dockage per bushel.

The foregoing applies simply to the wheat which is inspected by the department. The coarse grain and flax is now sampled each day as it is received and the samples of each separate car are brought into the office for inspection. Formerly everything was inspected on track and the difference in the grading of the coarse grain and flax by having the same inspected in the office would indicate that perhaps it might be better if the wheat was also sampled and an office inspection made on the samples.

By making office inspection there is a uniform light on each sample without the variations of the weather and the different conditions of light with which an inspector must contend when making inspections on track between rows of box cars. There is yet another feature,



Some of the Dealers at Sioux Falls Meeting.

and that is that the same inspector sees the grain go out as well as come in. I mean by that the inspector of oats inspects all of the oats received over all of the different roads. The same inspector inspects all of the oats out of all of the elevators. This same rule applies to the inspection of corn, barley, rye and flax, so that you will readily see that in place of having the judgment of seven or eight different inspectors of oats, we have the judgment of the same man on all of the oats both coming to this market and leaving it. This, I think, is a step in the right direction and if the obstacles can be overcome that now block the way of having the wheat inspections made by samples in the office, there would be a greater uniformity of decision on grades.

\* \* \* \* \*

After samples have been procured, the first State's helper which I mentioned above, now closes the car and applies a State seal, using the same seal list upon which he recorded his car number, initial, track number and railroad seal broken, where he records in another column the number of the State seal which he applied. This makes a complete record of one side of the car. The other side it is presumed is still intact, showing the railroad seal placed there by the railroad company at the point of shipment.

If any shipper or consignee of a car of grain is dissatisfied with the grade placed thereon by the inspector he asks for a review of the grade and dockage if the car is wheat or flax and for a review of the grade only if it is coarse grain. This review is made by either myself or my two assistants. In handling these reinspection orders, fresh samples of the cars are procured and brought to the office where each sample is given strict and careful individual inspection. The wheat is sifted for dockage and weighed for test weight as to the number of pounds per bushel, and the grade placed thereon as carefully as fair judgment can do it.

After this operation has been closed, if the consignee is still dissatisfied, he then has the privilege of filing an appeal order. Samples of such cars as appeal orders have been filed on are then taken before the Board of Grain Appeals, whose decision of the grade is final.

This is but a short sketch of the workings of the inspection department, and in order to appreciate fully the magnitude of this work and the care and precision with which it is prosecuted, a visit to the department is almost necessary. A trip through the various wheat yards in the morning at daylight or a few moments after would reveal astonishing things to a country shipper. This inspection is made just as soon after daylight as it is possible to make it, and the reports from the various inspectors are made out in the office that same morning so as to furnish the grades on the different cars of grain to the traders on the Chamber floor.

A duplicate copy of all of the inspectors' reports is placed out on the counter for the use of the public. These are used by the different grain firms in checking up their grades which they have received when they received their samples from the sampling bureau. As each inspector inspects the car of grain, after he has placed the grade of the same on his book, he chalks this grade on the side of the car for the benefit of the sample bureau man when he comes along to take a sample.

It has always been the aim of the department to furnish information to anyone seeking it concerning any of the work of the department, and I may say here that if anyone should desire to know what his cars have graded or docked his inquiry will receive courteous and prompt attention.

Pres. Brenner apnt'd the following Comite on Nominations: Henry Rippe, A. H. Betts, J. H. French, F. L. Wheeler, W. D. Parker, C. A. Crowl.

Comite on Resolutions: A. A. Truax, Adam Royhl, Jno. P. Coffey, H. C. Lueth, L. N. Loomis.

Adjourned to Thursday, 10 a. m.

### Thursday Morning Session.

Pres. Brenner called the meeting to order at 10:35 a. m., 58 being present. He stated: The dealers have behaved themselves so well the Sioux Falls Board of Trade has seen fit to invite us to hold all our future meetings here.

The financial condition of the Ass'n is very strong, in fact, better than ever. We want you to have confidence in the organization and be proud of your membership.

The Governing Board last winter decided to present a new Constitution and By-Laws to this meeting for your consideration, which will be done.

We believe the seed grain specials arranged and conducted by our Ass'n will result in much good to all the citizens of the territory covered.

I believe the dealers of South Dakota can with advantage begin now to agitate for a more generous appropriation for the state agricultural experiment station. Altho a purely agricultural state it appropriates but \$1,000, while North Dakota appropriates \$12,000 per year and the Minnesota station has all it needs.

I wish to thank and compliment the members on their loyal support given the organization.

I wish to read a letter from Sec'y Wells of the Iowa Ass'n giving the experience of that Ass'n in the employment of a scale expert during the past year. I believe we were wise in waiting a year before entering into this work.

I will also read a statement from Sec'y Wells showing result of one month of the expert's work.

I think it wud be well for us to engage in this line of work.

I wish to thank your Governing Board and your very efficient sec'y for the hearty support and the excellent work done.

Sec'y-Treas. J. J. Quinn read his report, which was approved:

### Secretary's Report.

In briefly reviewing the work of the Ass'n the past year, it is well to consider the adverse conditions faced by a

large percentage of our members. Last season was an especially disastrous one for the wheat crop in our entire territory.

The season which opened favorably, giving promise of good yields ended disastrously through the ravages of rust which materially reduced the yield and left a very inferior quality for market. Market conditions also worked to the disadvantage of the dealer as at no time could he base his values for low grade wheat on terminal market quotations with any degree of certainty that he was buying at a profit or loss.

The exasperating uncertainties and grief that a grain man has to contend with are but vaguely understood and seldom considered by many men in other lines of trade whose narrow line of vision extends only so far as their selfish interests are concerned.

The grain man is not only embarrassed by fluctuations in values, delays in transit, leakage and stealage from cars, erratic inspection and irregular car service, but he is jumped on by every man in town if a farmer whose trade is naturally tributary to his town is seen drawing his grain to a neighboring market.

This last mentioned trouble is one of common occurrence during the season of a heavy crop movement and the excuse for agitation for additional elevators. This arises in the majority of cases from ignorance of actual conditions and it has occurred to me to suggest to each member of this Ass'n, who is not a member of their local Board of Trade, Commercial Club, or whatever it may be styled, to join it at once and actively participate in all their meetings, and I believe you will find many opportunities for removing ill-founded prejudices which may be imbued in the minds of your fellow trades people toward elevator interests. It will give you an opportunity of clearly explaining the dangerous position in which you are often placed by circumstances not generally understood, and lead to more cordial relations which should exist among commercial men in every community.

Line elevator companies are the particular object of many attacks from the above mentioned cause and seldom are given an opportunity of defending their position, which is often misunderstood; but if closer relations existed, which can be brought about through membership in local organizations, and by keeping in close touch with matters of public interest bearing on the general prosperity of the community in which they are doing business, I believe an appreciable improvement to their interests would accrue.



More of the Dealers at Sioux Falls Meeting.



**MEMBERSHIP:** During the past year we have lost through death the membership of Mr. E. J. Dyer of the Western Elevator Co. at Winona; Mr. John Boaza of Tyndall, S. D., and Mr. John B. Schmidt of the Schmidt & Anderson Grain Co. of Springfield, Minn.

We have at the present time a membership of 1,059 elevators showing an increase during the year of 113 elevators over that reported at the last annual meeting. Considering crop conditions in many localities throughout our territory where the volume of business has been small, and the great number of changes in ownership of elevators where the purchasers have not assumed membership, we feel that the above showing is evidence of the good being accomplished through Ass'n work and due recognition of the importance of maintaining a strong organization for the protection of the interests represented.

**FINANCES:** The finances are in a very flourishing condition as the treasurer's report will show a cash surplus on hand of \$3,023.10 besides office furniture valued at \$200, making the total assets \$3,223.10. This is an increase of \$1,376.70 over our surplus of a year ago.

There have been but ten monthly assessments of 50 cents each made during the year, as it was thought practicable to remit two months dues, thus quite materially reducing the cost. The disbursements have been as economically administered as consistent with good service to the membership.

**LOCAL MEETINGS:** In carrying on this work we must do so with a knowledge of the actual necessities of the trade so far as they fall within the proper sphere of action, in order that our efforts may be intelligently directed and applied where they will yield the best results. To accomplish this it is very necessary to come in personal contact with the dealers to explain what we are doing and to get a proper knowledge of conditions and questions demanding our attention. They also afford an opportunity for the Sec'y to explain many of the details of the work connected with his office which it would be impossible to incorporate in bulletins and in an annual report. With this idea in view the plan of holding local meetings has been continued with good success. Those who have attended and participated in these meetings can testify to the mutual good that has come from them, which is manifest in the improved trade conditions brought about through their influence. Great good has come from them both from a social and business point of view and the influence has been felt and will continue to expand as we grow in importance and strength.

**ARBITRATION:** At our last annual meeting suitable rules were adopted which provided for the arbitration of all differences between our members. This was an important step and its equitable provisions should be taken advantage of in the settlement of any differences between the shipper and the receiver.

Subsequent to the adoption of arbitration rules the president appointed an Arbitration Committee. This committee, consisting of Messrs. J. L. McCaull, H. C. Stebbins and F. L. Wheeler, has had very little to do, having had but one case brought before it for a conclusion. There is at present another case being prepared for the consideration of the committee. There have been several cases referred to the Sec'y's office which were, through our influence, amicably adjusted by the parties in interest. The fact that our members have had very little difficulty or differences with receivers argues well for the high standard of business morals of our members.

**CONSTITUTION:** At a meeting of the Governing Board, February 13, 1905, upon the advice of counsel it was deemed advisable to amend the constitution and by-laws by substituting practically an entirely new constitution and by-laws which will be read at this meeting for your consideration and offered with the recommendation that they be adopted.

**RAILROAD CLAIMS:** I find that considerable trouble is experienced by some of our members in securing an adjustment of claims for shortage against railroad companies. Many of these claims fall on account of the claim not being presented properly, while others fail on

account of having no merit. No provision has been made for the Ass'n handling claims and I would suggest that there be a committee appointed, and all members having claims may file them with this committee who will decide whether a claim has merit or not. If it has, the Sec'y shall be instructed to file the claim at once and urge settlement. If the claim, in the opinion of the committee, has no merit it should be rejected and the member notified. This plan has recently been adopted by the Iowa Ass'n and can be profitably made an important part of the work of this Ass'n.

**SCALE TESTING:** A commendable feature of the work of other ass'ns which I think should be considered by this meeting is the securing of a competent scale expert for the purpose of examining, testing and repairing all scales used by members of this Ass'n.

Reliable and accurate weighing facilities in every elevator is an absolute necessity and by having a competent Ass'n inspector who is not connected in any manner with a scale manufacturer our members would be afforded the opportunity of having their scales tested at least once a year at a very light expense commensurate with the importance of the service rendered.

**INTERIOR MARKETS:** Each year develops a large increase in the amount of business our members transact with interior elevator and milling industries where the grain received is not weighed under the supervision of an independent weighing department.

In justice to the operators of interior terminals I would say that very few complaints have been registered with the Sec'y's office on account of differences as between the terminal and country weights. However, there are very few country elevators equipped with weighing out scales so that it is impossible to secure a general comparative statement of the weights.

It has been suggested that the Ass'n should undertake to have official weighmen, who would be acceptable to the Ass'n, and who would report directly to the Ass'n, placed at points where a large amount of grain shipped by our members is weighed. This suggestion is offered for your consideration and for such action as may be deemed advisable under the circumstances.

Our relations with the commission men have shown a vast improvement over that of a year ago and I am pleased to state that I have received assurances from practically all the receivers in the Minneapolis market of their favorable disposition to co-operate with the members of this Ass'n. They recognize the good work that is being accomplished in harmonizing the trade

and assisting in placing it upon a solid foundation controlled by men of commercial honor whose credit is A 1 and who recognize the rights of the producer and general public.

**SEED TRAINS:** Owing to the ravages of rust in Minnesota and South Dakota, and the constant deterioration of the quality of seed used by farmers, we secured the co-operation of the C. M. & St. P. Ry., M. & St. L. Ry., and the C. St. P. M. & O. Ry. Co., who furnished special trains for the purpose of giving the professors from the Agricultural Colleges an opportunity of visiting the farmers and giving them the benefit of their experience gained through experiments and close comparison of results. With the trains were Professors Chilcott and Wheeler of the South Dakota Agricultural College and Professors Boss, Bull, and Messrs. Parker and Wilson of the Minnesota Agri. College, also prominent men identified with the grain business and Minneapolis Chamber of Commerce.

These trains traversed all the lines of the above companies in Minnesota and South Dakota. One hundred and ten 45-minute lectures were delivered to a total attendance of 22,200 farmers. All the lectures, with but few exceptions, were delivered in halls. Where no hall was available or within convenient distance from the station, the lectures were delivered in coaches especially provided for the purpose.

As evidence of the interest created by the coming of these specials with the message of good seed, many farmers were in attendance from a distance of 18 to 20 miles at the morning meetings held at 9:45. This was particularly so in South Dakota where farmers were located at considerable distance from the railroad.

Being desirous of ascertaining to what extent farmers were influenced by the lectures delivered on the subject of good seed at the various points visited by the special, we addressed letters of inquiry to prominent people at each station with a request for that information. About ninety replies were received, all of them commending our efforts and giving assurance that substantial results had been attained. A surprising interest developed among farmers to procure the best seed obtainable and in making germination tests of all seeds before planting. The gratifying reports of the good accomplished warrant us in making an endeavor to secure again the co-operation of the railroad companies and Agri. Colleges in continuing the work another year, which will be started earlier in the season and take in a larger scope of territory. The thanks of this Ass'n is due the members of the faculty of the Agricultural Colleges of Minnesota



A Group of Those Attended Thursday's Session.

and South Dakota who accompanied these trains without extra compensation and so strenuously and indefatigably worked to arouse interest in influencing farmers to improved methods in seed selection; and to the railroad companies and their representatives who contributed so much to make the trips a great success.

It has been the aim of your officers the past year to pursue the work along lines that will not only bring benefits to the members but at the same time benefit the farmer with whom we do business, and have our work merit the approval of the general public.

In conclusion I desire to take this opportunity of thanking your president and members of the Governing Board for the able assistance and wise counsel rendered me in conducting the work, and to the members for their many courtesies and earnest co-operation without which our efforts might sometimes have been misdirected.

Sec'y Quinn read the new Constitution and By-Laws drafted and adopted by the Governing Board.

Upon motion the action of the Board was approved.

W. H. Chambers: I believe the members in attendance at this meeting should express their wishes in regard to the ployment of a scale expert for the inspection of the scales of members. Altho we have an expert we shud be pleased to employ the services of a disinterested expert at least once a year for the additional confidence it will inspire in our scales.

A number of members favored the employment of a scale expert and a motion was adopted empowering the Governing Board to employ such a man soon as a competent man can be found.

Pres. Brenner. We all recognize the need of a strong national ass'n conducted on broad lines. At a recent meeting of the Governing Board we had under consideration the advisability of withdrawing from it. We finally decided to refer the matter to this meeting and I will call upon Mr. Chambers, its first sec'y, to address you.

W. H. Chambers gave an outline of the establishment and the development of the Nat'l. A national ass'n is essential to

the progress of the trade. I have recommended that the official boards of all the Ass'ns west of the Indiana-Illinois line hold a meeting and decide to make the Nat'l what it shud be or else form a Western Federation. I believe we shud hold our membership open without expense to us until some such action is taken. I believe you will do well to leave the matter to the Governing Board with power to act.

A. G. Moritz: How much a year does it cost us?

Sec'y Quinn: \$265.

Mr. Moritz: Surely that is not much and I am confident we have profited to more than that amount. I would like to see the National continued and am willing to leave the matter with the Governing Board.

L. N. Loomis: I move that the matter be referred to the Governing Board with full power to act. Seconded and carried.

A. A. Truax presented the report of the Comite on Resolutions, which was adopted:

### Resolutions.

WHEREAS the C. M. & St. P. Ry. Co., the M. & St. L. and the Chgo. St. Paul, Minneapolis & Omaha Ry. Co. have generously contributed special seed grain trains for assisting us in our campaign for the intelligent selection of seed grain by the farmers of Minnesota and South Dakota, be it

Resolved, That the Sec'y be instructed to convey to the Freight Traffic Managers of the aforesaid railway companies our hearty thanks for their co-operation and assistance.

WHEREAS, many claims now filed by members of this Ass'n with railroad companies are rejected or ignored because of lack of sufficient evidence to establish their correctness, and

WHEREAS, many claims are also presented to carriers which should be presented elsewhere, be it

Resolved, That we establish a permanent Committee on Claims, to whom shall be referred by the Sec'y, all claims against rail carriers, terminal elevator companies and receivers after he has collected all the essential evidence in each case from the parties in interest.

WHEREAS, President Roosevelt's demand for a square deal for every one has met with a hearty response from every shipper of the country, be it

Resolved, That we commend him for his efforts in behalf of fair rates for all, and also recommend that the Interstate Commerce Commission should be vested with the power where a given rate has been challenged and after a full hearing found to be unreasonable, to decide subject to judicial review, what shall be a reasonable rate to take its place. The ruling of the Commission to take effect immediately and to obtain unless and until it is reversed by the Court of Review.

WHEREAS, our fellow member, J. V. McHugh, who was to favor us with an address was called away by a dispatch, announcing the serious illness of his father, be it

Resolved, that we extend to him our sympathy and hope for the early recovery of his father.

WHEREAS, we have been favored by excellent papers and addresses delivered here by E. S. Woodworth, P. E. Quist, C. C. Neale, J. N. Barnard and Prof. A. W. Wheeler, be it resolved, that we extend a hearty vote of thanks to them for their kind favors.

WHEREAS, the Dacotah Club, the Elks Club, and the Board of Trade of Sioux Falls, extended many courtesies to the members of this Ass'n during this convention, be it

Resolved, That we extend to them a hearty vote of thanks and assure them that we shall always look back with pleasure upon our trip to the South Dakota Metropolis and long for another.

WHEREAS, we are greatly indebted to the Agricultural Colleges of Minnesota and South Dakota, and especially to Professors Wheeler and Chilcott, of Brookings, South Dakota, and Professors Boss and Bull of St. Anthony Park, Minn.

Resolved, That we, the members of the Tri-State Grain Dealers' Ass'n in convention assembled this 22nd day of June, 1905, instruct our sec'y to extend a hearty vote of thanks to each of the aforesaid professors for their earnest work in connection with our seed grain specials.

WHEREAS, The South Dakota Agricultural Experiment Station is greatly handicapped on account of insufficient funds to extend its work in keeping with a large interest involved, therefore be it

Resolved, That the members of this organization in South Dakota use their influence in securing the needed appropriations for the extension and improvement in the work of the Brookings Experiment Station.

The Nominating Comite reported for Pres. A. F. Brenner, Minneapolis; Vice-Pres., E. A. Brown, Luverne. Directors: A. A. Truax, Mitchell, S. D.; W. B. Parsons, Winona, Minn.; W. H. Chambers, Minneapolis; Geo. H. Shanard, Bridge-water, S. D.; D. Williams, Webster, S. D.; F. S. Kingsbury, Heron Lake, Minn.

The members were invited by the Sioux Falls Board of Trade to be its guests for a carriage ride about the city, which met with a ready acceptance, but it rained.

Adjourned sine die.

### Convention Notes.

Fuller & Johnson Mfg. Co. were represented by W. S. Shoop.

The only dealer from Nebr.—S. Fritzson of Randolph.

F. M. Davies & Co. kept open house on the Parlor Floor.

The best annual meeting the Ass'n has ever held.

Rosenbaum Bros. souvenir grip tags were sought by every one.

Milwaukee was represented by F. E. De Celle; J. E. Sims; and G. B. Rait rep. the Milwaukee Eltr. Co.

The Tri-State now has more eltrs. represented by its membership than any other ass'n.



The Cataract House; Where the Meeting Was Held.



The Governing Board decided to withdraw from the Nat'l Ass'n and await the action of the other Western Ass'ns.

Many received diaries and note books for 1905 with the compliments of Marfield-Griffiths Co.

J. E. Brown & N. C. Hickcox rep. Fairbanks-Morse & Co., kept their announcements before those in attendance.

Landlubbers who patronized the pleasure launch on Sioux river escaped without even the slightest nausea.

Some of the dealers say the cab fare to Willowdale is only 50 cts., but it costs \$1.50 to get back.—Vehon.

When meetings are held at country points the attendants give them their undivided time and attention.

Just to celebrate properly the grain dealers visit Sioux Falls had a frost Thursday morning and a rain when the dealers were invited to drive about the city.

Devereux's bright red sox were so warm as to cause an intolerable agitation and the Minneapolis bunch refused to stand for them, so Brenner induced him to throw them away.

The corn buttons were large enuf to identify wearers with the trade but not so conspicuous as to be objectionable to even the most conservative dresser.

From Iowa were J. H. Barrett, Cedar Rapids; J. E. Blenkiron, Sioux City; R. C. Dugan, Belle Plaine; H. S. Greig, Estherville; C. F. Hahn, Sibley; D. J. Kennedy, Sioux City; A. D. Moreland, Ocheyedan; M. T. Shepherdson and Geo. Terwilliger, Sioux City.

Chicago's delegation included E. C. Butz and M. L. Vehon, rep. Rosenbaum Bros.; H. E. Gale, rep. Crighton & Co.; H. Hahn, rep. Gerstenberg & Co.; H. C. Hatterschied and C. H. Thayer, of Mumford & Co.; J. W. McCabe, rep. W. F. Johnson & Co.

From Minnesota were V. E. Butler and A. O. Dieson, Heron Lake; M. P. Halverson, Hills; D. C. Harrington, Pipestone; H. J. Hollister, Lakefield; F.

S. Kingsbury, Heron Lake; H. N. Kjergaard, Bruce; J. J. La Due, Mankato; H. W. Miller, Jackson; W. D. Parker, Woodstock; Henry Rippe, Fairmount; M. W. Smith and B. P. St. John, Heron Lake.

The smoker tendered the visitors at the Dakota Club Wednesday night by the Sioux Falls Board of Trade was a very enjoyable affair. Pool, billiards and cigars were followed by a very enjoyable address by the Minneapolis humorist—the Hon. Billy I. Nolan, who told his auditors all about it. Everyone laughed until his sides were sore and then some more.

Minneapolis was represented by C. R. Brackett; A. F. Brenner; W. H. Chambers; C. A. Crowl; F. L. and F. M. Davies, of F. M. Davies & Co.; W. P. Devereux; F. R. Durant; T. E. Hawkins; W. M. Hopkins; E. D. Knight, rep. E. A. Brown & Co.; J. D. Lamb; C. H. Leaman; L. N. Loomis; A. G. Moritz; R. W. McCarthy; C. C. Neal; C. S. Olds, rep. E. A. Brown & Co.; H. B. Putman;

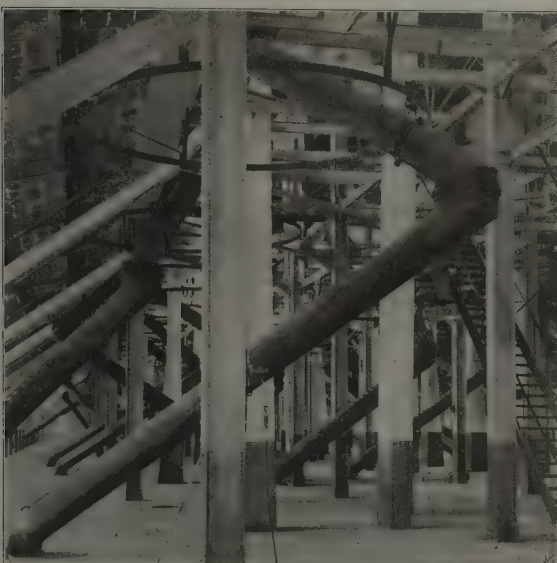
J. J. Quinn; P. P. Quist; L. P. Roberts; C. Skewis; C. D. Tearse, Sec'y Marfield-Griffiths Co.; E. S. Woodworth.

South Dakota dealers in attendance included A. E. Conner, Arlington; A. B. Coutts, Colton; J. J. Decker, Menno; J. Doering, Parkston; L. Fahlenkamp, Lennox; J. B. Hatch, Mitchell; W. V. Harrington, Sioux Falls; D. M. Hoffer, Bridgewater; M. King, Utica; H. C. Lueth, Spencer; J. M. McCollum, Springfield; R. E. Mangen, Beresford; R. B. Meldrum, W. A. Mills and John Mundt, Sioux Falls; E. W. Munson, Hartford; A. Pearson, Corson; A. Royhl, Arlington; J. M. Schaefer, Tripp; J. P. Schaller, Canistota; P. A. Schneekloth, Sioux Falls, rep. D. Rothschild Grn. Co.; J. C. Schmidt, Colton; G. H. and W. J. Shand, Bridgewater; G. A. Stegner, Sioux Falls; W. I. Thompson, Madison; A. A. Truax, Sioux Falls; S. Walter, Freeman; F. L. Wheeler, Scotland.

Millers will take the early movement of winter wheat.



One of the Forty-Three Electric Motors in the Weehawken, N. J., Elevator.



Distributing Floor, Weehawken, N. J., Elevator.  
[See pages 732-733.]



Bin Bottoms and Steel Columns Encased in Concrete, Weehawken, N. J., Elevator.

## West Shore Elevator at Weehawken, N. J.

In the completion of the West Shore Elevator on Pier 7 at Weehawken, N. J., which has a capacity of 2,000,000 bu., the New York Central Railroad increases its grain storage capacity in New York Harbor to 4,700,000 bu. This includes the old elevator on Manhattan Island, just across the Hudson River from Weehawken, in the 60th Street Yard and the West Shore Elevator on Pier 8, which has a capacity of 1,200,000 bu.

Our bird's eye view of the West Shore Terminals will give the reader a very clear idea of the relative position of the two elevators and the power house with the Central's terminals. The new elevator on Pier 7 is between slips, having a depth of 32 feet of water at mean low tide, hence ocean going vessels can be run along side it for loading.

The foundations of the house were of very expensive construction, the depth of the mud and silt being 75 to 100 ft., below low water and fine sand some 15 ft. below this, which made it necessary to drive piles an average depth of 116 ft. The 3842 piles were covered with a course of Portland cement concrete to a thickness of 3 ft., steel rails being imbedded in it transversely and horizontally.

The frame of the building, as is clearly shown by the view taken during its construction, is entirely of steel, the house being fire-proof throughout. The main building is 101 x 354 and 200 ft. high. Two tracks pass thru the building.

Eight double-track hoppers are provided for receiving grain from cars, and a marine leg, which is enclosed in a steel tower, is provided for receiving grain from canal boat or steamship. The eight receiving legs are equipped with large buckets. These deliver their grain into large garners above eight hopper scales of 2,000 bu. capacity. Fifteen other elevators deliver grain into garners above hopper scales of 800 bus. capacity. Grain from the scale hoppers is delivered to a conveyor belt running length of cupola which is supplied with trippers so that grain can readily be diverted to any one of the 40 trolley spouts on the floors below and delivered to any of the numerous bins.

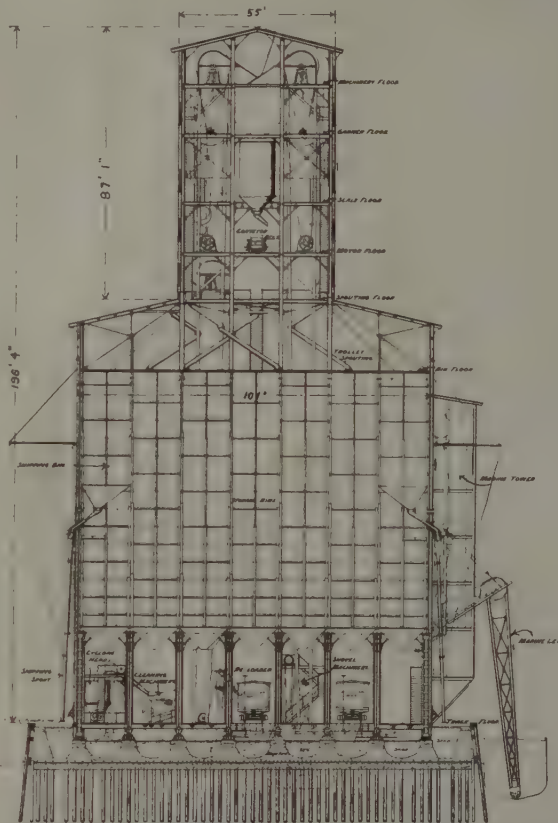
All bins are rectangular, 74 ft. deep and formed of steel plates 5-16 in. thick in the lower courses and 3-16 in. in the upper courses.

The bins along the sides of the house are divided into two sets vertically, the upper set being used for shipping bins for loading grain into boats and the lower set being used for storage.

The 289 bins are apporportioned as follows:

59 have a capacity of 11,700 bus., each; 138 5,650 each; 46 bins on each side of the legs 4500 bus. each; 23 storage bins under the shipping bins, 4900 bus. each; 23 shipping bins above these 5,200 bus. each.

The side walls of the building are of brick laid in cement mortar to a height of 32 ft., above the foundation and in lime mortar above that. The ends of the



Cross Section New West Shore Elevator, Weehawken, N. J.



Bird's Eye View West Shore Elevators and Docks at Weehawken, N. J.



elevator and sides of the cupola are covered with fire-proof tiling. The building is supported by eight rows of 26 steel columns each spaced 14 ft., from centers, the four middle rows extending to the top of the cupola. The upper floors of the cupola are of concrete and expanded metal construction 4 in. thick. The bin floor is formed of 3 in., book tile laid on T irons and covered with cement mortar. The roof is formed of 3 in., book tile covered with a pitch and gravel roofing composed of five plies of No. 28 felt, cemented together with the best quality of straight run coal-tar pitch and coated with natural asphalt covered with white beach gravel.

The first floor columns and the exterior columns of the cupola are encased with 3 in., book tile covered with cement mortar. The foreman's and weighmaster's offices and the switchboard room are partitioned off with 4-in., tile and have ceilings of 3-in., book tile.

To facilitate the transferring of grain from one bin to another eight cross belt conveyors are provided under the first floor. Fourteen compound shake separators of large capacity, car puller with capacity for handling 20 loaded cars, power shovels and a complete dust collecting system are provided. The large door ways on the first floor are equipped with patent steel doors and the windows with fireproof doors of steel plate. The building has a complete equipment of standpipes with 48 openings and 50 feet of hose attached at convenient points.

No wood was used anywhere in the structure, even the garsners and scale hoppers being made of steel plates and the brick stair tower on the land end of the building encloses an iron stair reaching to the topmost floor of the cupola, also a passenger elevator of 2,000 pounds capacity. On the river side of the elevator which is shown in our engraving is a spiral stair enclosed in an iron tower, but reaching only to the bin floor. All the stairways in the cupola are of iron.

The power plant is complete in every feature and housed in an artistic structure at the foot of hill in rear. All machines and machinery are electrically driven, rope drives being used. Forty-three 3-face motors without brushes, varying from 10 to 100 h. p., each are

used. The building is lighted by 328 16-c. p., lamps and the docks by 78 32-c. p., lamps. The plant was designed and built by Geo. N. Moulton & Co.

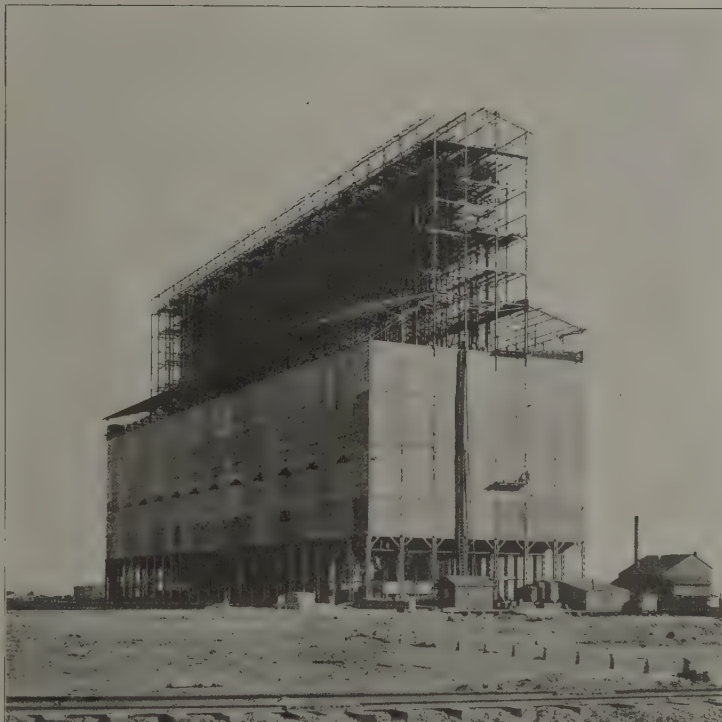
The insurance rate on grain stored in this eltr is 40 cts. per \$100.

E. S. Holmes, Jr., asst. statistician of the Dept. of Agri. has asked to be suspended from duty during the investigation of charges against him of irregularities in the publication of the cotton report. Statistician John Hyde has been recalled from his European trip.

## Receipts of Wheat and Corn at Primary Markets.

Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to June 26 have been 199,830,000 bus., compared with 216,853,000 bus. for the corresponding period of the preceding season.

Corn receipts for the present crop year prior to June 26 have been 172,775,000 bus., against 164,363,000 bus. for the corresponding period of last season.



Steel Frame of West Shore Elevator at Weehawken, N. J.



West Shore Elevators at Weehawken, N. J.

## Mid-Summer Meeting of INDIANA GRAIN DEALERS

A joint meeting of Indiana millers and grain dealers was held in Indianapolis June 22.

The millers held a business session in the forenoon, at which J. C. Hite, of Peru, was elected Pres.; W. F. Maish, Warsaw, Vice-Pres.; N. V. Trautman, Medora, and E. L. Harris, Greencastle, members of the board of directors for three years.

The millers also took up a part of the afternoon joint session with a talk on "Wheat and the Ravages of the Hessian Fly," by F. M. Webster, of the U. S. Dept. of Agri.

At 3 o'clock the grain dealers took charge of the meeting. Pres. Geo. C. Wood introduced T. A. Coleman, graduate of Purdue University and a farmer, who delivered a lecture on "Corn." He said:

### *Relations of Farmer and Dealer.*

It is with some degree of pleasure that I speak to you because there has been, I believe, some feeling existing between the grain dealer and the farmer. In some farmers' meetings I have been in I have heard some talk along the line of co-operation with a view of establishing warehouses to handle their own grain and all that. Now I do not know how much success any of these men will ultimately meet with but I do believe this: that each is a business of itself. The farmer who knows all about how to operate a farm will not have very much time for any other business. He will have most of his leisure moments occupied. The relationship that must exist between the farmer and the grain dealers necessitates that they should be on very friendly terms.

The day is past I believe when the farmer will let the grain man give him anything but a square deal. With the rural route all over the country, the daily papers in every farmer's home, it is not possible for a wide-awake farmer to let the grain dealer buy his grain on too wide a margin. I think you will agree with me there.

Some two years ago I was in a stockmen's convention at New Castle when a man proposed a plan of organization among the farmers to handle their stock. I think he was putting up a job on them. His plan was to organize 100 men, 99 farmers and himself, and he would handle all the stuff, not on a commission, but merely for \$10., for every carload shipped to the market. I presume if you pick out 99 of your farmer friends and they allow you to handle all their grain or stock for \$10., a car you would like to have that business. I have been in other meetings where some scheme was suggested which I thought was a put up job. So I think as far as the farmer is concerned the thing for him to do is to thoroughly know his business. I think that when we, as farmers, come to realize what our field of labor is, and that the other fellow has a legitimate one, our business relations will be only friendly.

I believe there is great opportunity to come out of the proper relationship between the farmer and grain dealer. As a matter of fact the farmers are not men who carry on correspondence. Most men are prone to let their correspondence lapse.

It will be an everlasting benefit to farmers and grain dealers in each county if the grain dealer will provide himself with a tablet and take the name of each farmer who comes to his elevator and forward it to the Prof. at Lafayette for the names to be placed on their mailing list. Then every one of your patrons will receive the benefit of the investigations that are going on at Lafayette. I believe this is a favor the grain dealers and millers can perform for the farmers of Indiana that

will bring good returns and I believe that a better understanding and mutual relationship will result.

I had a letter from your Secy. in which he asked me to occupy from 30 to 50 minutes of time on the program and then he outlined enough material he wanted me to talk on to take a week.

We have always referred to corn as King and I wonder why. I think when we come to realize the great possibilities we have with corn we should study the matter of improvement more carefully. Mr. Coleman went into the matter of selection of seed corn quite extensively using sample of ears illustrating the necessity of selecting ears with uniform kernels so as to secure an even number of droppings from the planter to insure an even stand.

A paper on "Handling New Crop of Oats and Wheat" was read by C. A. Burks.

F. M. Murphy: I am sorry that there is nothing I can say at this time unless it is, on behalf of the Board of Trade, we are glad to have the dealers hold their meetings at Indianapolis. I hope we won't have the same trouble as the Illinois dealers had. I think that perhaps something should be done on the part of the Indianapolis Board of Trade. I hope in another year we will have new quarters, and I will take it upon myself to see that the Indiana dealers are invited to those new quarters.

J. D. Shanahan: I am glad to have the opportunity to say something without having to fight, but there are several thoughts that came to me as I listened to the addresses here today, and one of them was that perhaps in the near future, when we get rid of the Hessian fly and get our Corn Culture working that the position of Chief Inspector in the terminal markets will either be a gentleman's or he won't have any. I tell you I believe a great stride has been made in agriculture and that while I do not get around very much among the farmers, and do not know very much about farming, it strikes me that Mr. Coleman is a valuable product of scientific farming. I enjoyed his address very much and was very much interested in it.

One or two things he said led me to understand why it is that a great deal of this corn which comes down to us is not in fit condition to grade. He spoke about the way it is cribbed and from the way corn is coming to us these last few years there must be very much poorly cribbed corn in the country. Any farmer knows the inspection of corn or its keeping qualities is almost entirely due to its condition, i. e., the moisture it contains. I have been raking my brains to try to think why it is, and just a few days ago I came to the conclusion that it must be that a great deal of this corn is rushed thru and poorly dried. In other words it would have graded without any question, but for the fact that it comes to us in a heating condition. I made up my mind that poor cribbing of corn is responsible for it.

Last spring at the opening of navigation we had 300,000 or 400,000 bu. of corn come to us by lake. They said it was Nebraska corn. It may have been or it may not have been. However, the corn was sound, of even berry, clean but soft. I made up my mind that that corn would carry even with its moisture, and we put that 300,000 or 400,000 bu. out as No. 2 Yellow Corn and I never had a complaint from it. In fact, I did hear that it gave entire satisfaction.

While on the other hand, corn that had from 2 to 3 times less moisture came down the lakes, was unloaded and inside of a week was heating in our bins. For the last 4 or 5 weeks we have had corn that has not graded because we found spots in the ear. We are obliged to make the grade 3 or 4

or no grade because the poor grain contaminates the rest of it. It strikes me that a great deal of that is due to carelessness in handling the grain at the elevator where it is loaded. If the corn was cleaned in the elevator and thoroughly mixed when loaded I know that 90 per cent of the corn coming down to Buffalo during the last 4 or 5 weeks and graded 4 or no grade would have graded without any question. I want to say this because I think it is worth while looking into.

Secy. Brafford read the following resolution:

**RESOLVED:**—That it is the opinion of the Grain Dealers of Indiana, that the present rule governing reinspection of grain at Buffalo, which does not limit the time when grain shall be inspected at the elevator after having been inspected on arrival, should limit the time for this reinspection to not more than forty-eight (48) hours.

O. J. Thompson moved the adoption of the resolution. Seconded.

J. D. Shanahan was asked for his opinion, and said:

### *Reinspection at Elevator.*

This resolution probably refers to reinspection at elevator, of grain that is graded subject to reinspection on account of cars being too full. I understand the predicament it puts the shipper in to have his grain held out for more than 48 hours and when re-inspected at the elevator to have the grade changed, yet at the same time I think there is something to be said on behalf of the receiver of that grain. You know that your cars are being loaded very heavily particularly in oats. The railroads require you to fill your cars to their capacity. This makes it almost impossible in at least 75 per cent of the cars that are inspected to get a clean, fair inspection with a trier. Now, then, it is not the fault entirely of the receiver of your grain that this grain is not unloaded within 48 hours.

The reason why this grain is graded conditionally, as you probably all know, is that the shippers of grain are not honest. I think the majority of them are, but occasionally, and entirely too often we find cars where we can't get a clean inspection from the fact that we can't reach the bottom with a trier. When we come to the elevator we find inferior or even rotten grain plugged in the bottom. Now, then, there is no way an inspector can tell when he gets into a car whether the car has been honestly loaded or not. He does not know whose grain he is inspecting. He grades it according to what he finds on top in the car and if it does not vary with the grade given that grade stands. I have known cases where we have found better grain on the bottom than on top, but this is very rare and in such cases the grade has been raised.

Again I want to say in behalf of the receiver of grain, it does not seem fair that he should be obliged to pay a draft on grain where the car is loaded so full he can't tell what is in the bottom of it; he has no redress.

I want to say that I do not feel antagonistic to this resolution. I think if it is passed here and brought to the attention of the Buffalo receivers it will have their attention and perhaps will work good to the shippers of grain, but I do not think the receiver should be expected to accept that grain until he knows what it is.

E. H. Culver: I think Mr. Shanahan has covered the ground very thoroughly. All the inspection department does is to give you the top inspection where cars are loaded too full. It is utterly impossible to give you a positive inspection where cars are loaded to the roof.

O. J. Thompson: Our notices from the receiver invariably are to the effect that corn grades and will be applied on contract without discount, provided it stands reinspection at the elevator. Now, I do not think that is right. We sell this grain on Buffalo terms. If it grades contract on arrival in Buffalo it is not



right that we should guarantee that it should grade the same 6, 7 or 8 days later. It is not our fault if they do not switch the car to the elevator, but it is the fault of the receiver in Buffalo. I say there should be a limit to the time they will allow in the yards, especially in the spring of the year, when the corn is likely to get out of condition.

Mr. Shanahan: I am heartily in favor of having this resolution go thru. I think it will be a good thing. I know it will. I know that anything the Buffalo receivers can do to allay any dissatisfaction will be done, and it may be that it will have the effect of pushing the railroads to have stuff unloaded earlier than they do now.

The motion to adopt the resolution carried.

Secy. Brafford: The Pres. instructed your Secy. to write to the various boards of trade to have a line of samples here, and we have samples from the different markets. The inspectors will gladly answer any questions you may wish to ask regarding them.

Secy. Brafford read the following resolution:

**RESOLVED:**—That it is the sense of the Indiana Millers Ass'n and the Indiana Grain Dealers Ass'n in joint convention assembled, that No. 3 wheat should be made a contract grade, deliverable at a specified difference in price in all markets.

Adoption of the resolution was moved and seconded.

Secy. Brafford called for J. Hodge. Mr. Hodge came forward amid applause, and said smilingly: You place me in the position of the young minister who always took great care in preparing his sermons. He began on Monday, revised it on Tuesday, and by the time Sunday came he had it thoroly in hand, and generally succeeded in putting half of his congregation to sleep. He asked an old minister how it was that he could not keep his audience interested, and the old minister said: "The trouble is that you prepare your sermons so far ahead of time that the devil knows just what you are going to say, and works on the hearts of the people to thwart your ideas. I never look up my text until Sunday morning, and when I get up in the pulpit the devil himself don't know what I am going to say." (Laughter.) As regards this resolution, I think it is a good thing and would like to see it put thru.

E. H. Culver: I would like to see that resolution passed. The proposition has been recommended to the Toledo Board of Trade and will probably be put thru next Monday afternoon.

F. M. Murphy: I am very heartily in favor of it.

The motion to adopt the resolution carried.

The meeting adjourned at 4:45.

## Convention Echoes.

The Empire State was represented by R. G. Rutter, Canajoharie, and Chief Insp. J. D. Shanahan, of Buffalo.

Rosenbaum Bros. were represented by Otto Waitzman.

The only machinery firm represented was Nurdyke & Marmon Co., by H. W. Marsh.

The Sucker State was represented by C. A. Burks, Decatur, and J. R. Howell, Burrowsville.

The half-day session no doubt caused dealers living at a distance to stay away.

C. A. McCotter and L. R. Doud, of

the Grain Dealers Nat'l Mutual Fire Ins. Co., were looking for good risks.

Cincinnati was represented by P. M. Gale and H. E. Richter, the Gale Bros. Co.; H. H. Hill, Southern Grain Co.

Southworth & Co., distributed neat memorandum books bound in leather.

Red identification tags were distributed with the compliments of J. F. Zahm & Co., and worn by the dealers at the convention.

C. G. Smith, of the Bowlus Automatic Scale Co., was at the meeting and demonstrated the working of the automatic scale with a miniature scale.

Manager Boyd, of the Indianapolis Board of Trade baseball team, has thrown down the gauntlet to the Cincinnati boys and a game at the latter city between the teams representing the two Exchanges is probable in the near future. The losers will pay the expenses of the trip to Cincinnati.

Toledo's delegation consisted of the following: Tom Corwin; J. M. Coup, W. A. Rundell & Co.; J. Hodge, D. J. Churchill and J. W. Young, United Grain Co.; W. W. Cummings, J. J. Coon; E. H. Culver, Chief Grn. Insp.; H. L. Goemann, Goemann Grn. Co.; F. Jaeger, J. F. Zahm & Co.; C. Knox, Reynolds Bros.; Jno. C. Kellar, C. A. King & Co.

A large proportion of the dealers in attendance came in just in time for the meeting and departed on the early evening interurban trains. Among those in attendance were the following: S. Alexander, Middletown; E. W. Ball, Rushville; W. H. Bassett, Kirklint; C. M. Barlow, Kokomo; A. E. and C. Betts, Galveston; W. E. Browning, Alexandria; C. G. Carpenter, Richmond; B. F. and T. C. Crabbs, Crawfordsville; M. L. Conley, Frankfort; F. C. Davis, Swayzee; W. T. Davis, Coatsville; W. M. Doan, Ossian; S. H. Dragoo, Yorktown; Wm. Donlin, Delphi; W. Fake, Mt. Comfort; A. F. Files, Muncie; Jos. Frye, Middletown; A. Gardner, Cottage Grove; P. E. Goodrich, Winchester; N. A. Grabill, Daleville; W. C. Hart, Kitchell; A. W. Harvey, North Salem; J. S. Hazelrigg, Cambridge City; J. Howell, Cammack; E. L. Harris, Greencastle; A. N. House, Hobbs; W. H. Hubbard, Monrovia; Cary Jackson, Falmouth; H. Kerlin, Delphi; Cloyd Loughry, Monticello; J. W. McCardle, New Richmond; H. A. Martin, New Castle; T. A. Morrisson, Kokomo; C. J. Pickering, Middletown; A. E. Reynolds, Crawfordsville; T. J. Ryan, Delphi; J. E. Ryburn, Glenwood; C. F. Seaward, Kokomo; E. K. Sowash, Middletown; J. T. Sims, Frankfort; N. E. Stafford, Bluffton; T. O. Stanley, Lyons Station; P. Stepenek, Modoc; H. C. Teeter, Hagerstown; O. J. Thompson, Kokomo; D. Unger, Russiaville; C. W. Vernon, Anderson; A. P. Watkins, Lincoln; E. M. Wasmuth, Roanoke; J. W. Waltz, New Palestine; Jas. Wellington, Anderson; F. W. Weeks, Peru; A. L. Wheeler, Mooresville; G. C. Wood, Windfall.

When the crop "expert" shouts that the spring wheat crop of Florida has been ruined, don't worry; console yourself with an orange or a drink of lemonade. If Kentucky's wheat crop has lost several points in condition, remember that Kansas produces ten times as much and drown your sorrows in Kentucky rye juice.

## Imports and Exports of Beans and Peas.

Imports of beans and peas during the 10 months prior to May 1 were 440,462 bus., compared with 899,906 bus. for the same months of 1903-4.

Exports of beans and peas during the 10 months were 286,288 bus., compared with 219,019 bus. for the corresponding months of 1903-4.

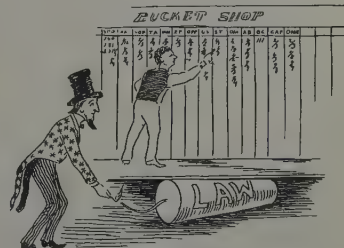
Exports of foreign beans and peas during the 10 months were 75,184 bus., compared with 102,114 bus. for the corresponding months of the preceding season, as reported by O. P. Austin, chief of the bureau of statistics.

## Crop Estimates are Bad Guesses.

Condition figures, as given by State agricultural bureaus and by the Department of Agriculture at Washington, admit of no expressions in quantity. This being true, it stamps with uncertainty any figurations based upon them. We can determine if the promise evidenced by growth is for a good or a bad crop, but we cannot measure it. It is anybody's privilege to make a guess, and the emanations from so-called experts are no more. It is simple arithmetic to take condition figures, with resultant yields, in the past and apply them to a given condition and area for a growing crop, but so long as condition figures mean more bushels per acre for 100 in one year than in another year, you can arrive at no satisfactory results, says Oscar Lyle.

Taking winter wheat for five years we find that a condition of 100 on June 1st on the acres remaining for harvest meant 15.92 bushels per acre in 1900; 18.49 bushels in 1901; 19.96 bushels in 1902; 14.69 bushels in 1903, and 15.83 bushels in 1904. Here is presented a difference of 5.27 bushels per acre on a meaning of 100 in condition. This difference in the extremes of five years applied to the 29,723,000 acres remaining for the crop of 1905 means a difference of 156,400,000 bushels. Who can say if either extreme, or an average of the five years, will best apply, or that a new extreme be not made?

Areas are defined once in ten years, when the census is taken. Each year is estimated to mean so much more or less acres than in the year preceding. This estimating goes on until a new census furnishes a new basis. We all know how wide of the mark the census of 1899 declared the figures of the Agricultural Department to be. No crop expert ever got his area except by dependence on official reports and applying his own notions to it.



Will Uncle Sam Put the Bucket-shops Out of Business?—Zahm's Circular.

# Grain Trade News

## ARKANSAS.

Little Rock, Ark.—The Cuninghams Commission Co. will build a grain handling plant, one of the buildings to be erected at once. Fred Friedline prepared the plans.

## CALIFORNIA.

Salinas, Cal.—Three carloads of new barley were received here June 13, the earliest grain shipment in 20 years.

## CANADA.

Mortlach, Man., is said to be a good location for a grain eltr.

Pleasant Point, Man.—The Carberry Eltr. Co. is building an eltr.

On account of the scarcity of labor farmers in eastern Ontario are growing less grain.

Ottawa, Ont.—The bill amending the grain inspection act as regards the selection of commercial samples, has been read a second time in the senate.

Abernethy, Assa.—The Alexander Law Eltr. Co., of Brandon, has about completed an eltr. The Farmers Eltr. Co. expects to commence building soon.

Hamiota, Man.—Baker & Neelands have succeeded Baker & Bridgeman. The eltr. is being modernized, the capacity of the mill is being increased and an extra boiler is being installed.

Emerson, Man.—It is said the Canadian Northern road will build a line from Emerson to Vassar, 65 miles, affording a more direct connection with Fort William than the present route by way of Winnipeg.

Winnipeg, Man.—McLaughlin & Ellis have purchased a line of 14 eltrs. of McHugh, Christensen & Co., located on the C. P. Ry. The houses have a capacity varying from 25,000 to 50,000 bus., with a gasoline power.

St. Catharines, Ont.—A local miller got around the exorbitant railway rates by having wheat from Fort William shipped to Buffalo by steamer and thence by canal boats thru the Welland Canal to St. Catharines, at only one-half what the Grand Trunk would charge from Goderich.

Montreal, Que.—The Harbor Board will purchase 4 floating eltrs. to deliver grain from the new eltr. of the harbor commissioners to ships in the harbor, independent of any outside company. The 4 eltrs. will serve as a beginning and more will be added if needed. The work committee has had the matter referred to it with power to act.

Winnipeg, Man.—The Ogilvie Flour Mills Co. and the Lake of the Woods Milling Co. contemplate building large additions to their different plants. The directors of the Ogilvie Flour Mills Co. are planning a reorganization of the company and expect to divide the milling and grain departments, which will permit each department to be more largely expanded

than they can be under the present system. The Lake of the Woods Milling Co. contemplates establishing large mills and eltrs. at Montreal and Winnipeg.

Winnipeg, Man.—The Western Canada Flour Mills Co., which was recently organized by the A. Kelly Milling Co. and the Goderich Milling Co. to build a large mill and eltr. in either Winnipeg or St. Boniface, has purchased the 25,000-bu. eltrs. of McHugh, Christensen & Co., at Chater, Pendergast, Yorktown, Indian Head and Crandall. These give the company a line of 49 eltrs., beside the houses being erected at Winnipeg and Arcola. The company has secured building privileges at Verigin, Quill Lake, Mikado, Canora, Invermay, Wadena, Englefeldt and Muenster, and has applied for building privileges at Clarkbow, Aberdeen, Elbow, North Battleford, Goderich and Warman. A. Kelly is pres. of the new company. W. T. Colvin will have charge of the new eltr. in the vicinity of Winnipeg.

## CHICAGO.

Memberships in the Board of Trade are selling at \$3,125.

W. F. James is representing Adams & Samuels in the wheat pit.

The Southern Indiana Railroad promises to have trains running from Bedford into Chicago by Dec. 1.

John H. Herron, formerly of Sidell, Ill., is now on the road for Fyfe, Manson & Co.

W. M. Christie, of Fyfe, Manson & Co., has gone to Scotland for a short vacation.

Harry M. Paynter, formerly with Fyfe, Manson & Co., is now with Milmine, Bodman & Co.

The directors will vote June 27 on the question of adjourning the Board of Trade sessions from July 1 to July 5.

A. E. Hartley, formerly of Goodland, Ind., has accepted a position as traveling solicitor for Keller, Mackenzie & Co.

S. H. Greeley, who had charge of the private wires for Fyfe, Manson & Co., has made a connection with the Nash-Wright Co.

John Mason Arnold has applied for membership in the Board of Trade. He will represent Logan & Bryan in the wheat pit.

Wm. Chas. Magill, formerly an operator on the Board of Trade, but recently in the insurance business, died June 10 at his home in Evanston.

Wm. E. McHenry has brot suit against the Board of Trade to recover \$15,000 damages for having been deprived of the privileges of membership.

Frank D. Frazier, son of F. P. Frazier, has posted his membership in the Board of Trade for transfer. He will devote his time to other business.

L. J. Ennis, who was so severely injured recently, is recovering rapidly from the operation and expects to be back on the floor in less than a month.

The directors of the Board of Trade have unanimously exonerated Bartlett, Frazier & Carrington from the charges of extortion in the May corn deal, of which H. C. Avery made complaint.

The American Malting Co. has let the contract for the erection of a 5-story malt-house in connection with its plant at 123 street and the W. I. Ry. The building will be 58x88 ft. and will cost \$100,000.

Emil W. Wagner, who it has been considered was recovering rapidly from the operation for appendicitis, is reported in a critical condition, pneumonia has developed in addition to other complications.

Lloyd J. Smith, who was expelled in 1900 on account of irregularities in the shipment of grain out of the Indiana and Wabash Eltrs., has applied to the directors of the Board of Trade for reinstatement.

Geo. J. Brine, an old member of the Board of Trade, is seriously ill at his home. Mr. Brine was formerly a partner of the late Chas. H. Hammill but has not been actively identified with the Board for several years. His membership is posted for transfer.

When the will of Arthur Orr was filed for probate it was found that he left an estate valued at \$1,800,000. Nearly all the property is left to his widow, 1-5 to be set aside for the children when they become of age. A few friends and relatives were also remembered.

John K. Comstock, an Open Board broker, who disappeared a few weeks ago, has been expelled by the directors of that institution on the charge of uncommercial conduct. Comstock was too liberal to many of his customers, and accumulated bad debts. He also came to grief thru trading on his own account.

The Chicago Hay Receivers Assn. has elected the following officers for the ensuing year, beginning July 1: H. H. Freeman, pres.; H. L. Randall, vice-pres.; Geo. S. Bridge, secy. and treas. Directors: John Walters, John R. Leonard and C. F. Van Wie. Hereafter the meetings will be held on the first Thursday of the month.

Chicago & Alton gave notice that effective June 24 rates on grain from Illinois points eastward by lake and rail via Chicago locally will be of the same proportions as charged on shipments to Chicago consigned to New York by all rail lines. It makes a difference of 2-10c to 3-10c. This will permit grain to be reconsigned to Chicago on local or thru billing with transit privileges, doing away with the penalty now imposed on thru billing grain when localized at Chicago.

The Armour Grain Co. has given notice that wheat in store against the following certificates is in such condition that it will have to be removed within 2 months or be sold by auction: Armour Eltr. "B," receipt No. 4652, dated Oct. 18, 1892, issued to E. P. Bacon & Co. No. 2 spring wheat, 787.50 bu. Armour Eltr. "A," receipt No. C 7607, dated Oct. 19, 1892, issued to Armour & Co. No. 2 spring wheat, 4,174.10 bu. The storage charges which have accumulated for nearly 13 years amount to over \$1.00 per bu.

Fyfe, Manson & Co. filed a voluntary petition in bankruptcy late June 17 and on the morning of June 19 ordered all trades closed. The U. S. District Court has appointed Ulric King receiver. Liabilities, \$83,497; assets, \$66,367. About \$40,000 is said to be due customers in



central Illinois in the vicinity of Bloomington and Decatur. L. Ross Fyfe had a  $\frac{3}{4}$  interest in the firm. None of the speculation that is alleged to have caused the failure was done by Mr. L. H. Manson. The firm's commission business was profitable.

A. G. Lazarus and Harry F. Maydwell have been expelled from the Board of Trade by the directors, who unanimously found them guilty of "uncommercial conduct." The offense consisted of "skinning" trades. The two brokers were in the same ring with E. H. Prince and E. A. Rang, who had previously been expelled. While there are several methods of cheating customers by skinning, the scheme resorted to by Maydwell and Lazarus was as follows: Lazarus was a trader for the firm of Finley, Barrell & Co., and Maydwell also was a trader in the pit for the firm of Chapin & Edwards. When the market fluctuated slightly they would take some of the lowest purchases or highest sales for their own account, made thru the firm of W. A. Johnson & Co. The firms they represented lost nothing, the victims being the customers. The fraudulent practice has continued for two years, but it is only recently that Maydwell and Lazarus were caught at it.

## COLORADO.

Denver, Colo.—The Ady & Crowe Mercantile Co. has succeeded G. E. Ady & Co.

Castlerock, Colo.—Gilbert Christianson, formerly of Ellendale, Minn., will build an eltr. and engage in the grain business.

Denver, Colo.—The building occupied by the F. C. Ayres Mercantile Co., wholesale dealers in grain and hay, burned June 18. Loss, \$100,000.

## IDAHO.

Lewiston, Idaho.—The building of the electric line from Grangeville to Lewiston to connect with boats on the Snake river will divert grain shipments in this locality to Portland. An opportunity is afforded grain firms to erect warehouses along the electric line between here and Grangeville.

## ILLINOIS.

Boody, Ill.—E. W. Jakisch is preparing to build an eltr.

Plymouth, Ill.—T. J. Pursley, of Peoria, is building an eltr.

Pesotum, Ill.—Condon & Malaney are installing a car puller.

Monticello, Ill.—The Farmers Eltr. Co. is building new coal bins.

Filson, Ill.—The National Eltr. Co. has completed its 65,000-bu. eltr.

Chesterville, Ill.—The National Eltr. Co. is having its large crib painted.

The 1906 meeting of the Ill. Grain Dirs. Ass'n will be held in Peoria.

Oakford, Ill.—McFadden & Co. have installed an improved Hall Distributor.

Ullin, Ill.—The Union County Milling Co., of Jonesboro, will build an eltr.

Tonica, Ill.—W. E. Kreider is overhauling his eltr. and adding a steam plant.

Deer Creek, Ill.—G. A. Field has been employed as mgr. for the Farmers Eltr. Co.

Buckingham, Ill.—Inkster Bros. are building an addition of about 30,000 bus. to their eltr.

Warsaw, Ill.—A Farmers Eltr. Co. has been organized and has purchased the eltr. of Henry White.

Ospur, Ill.—Mr. East, of Milmine, has succeeded J. M. Ledden as mgr. for the Shellbarger Eltr. Co.

The 17-year locusts, which are so numerous in Northern Illinois, do not seem to be attacking the grain.

Rock Falls, Ill.—Fred Davison has completed the repairs on his eltr. and is now giving it a coat of paint.

Raymond, Ill.—The hay barn of Rench & Darlington burned June 13, causing a loss of about \$2,000. Insurance, \$900.

Morton, Ill.—Eugene Mathis, who leased his eltr. to the farmers last year, will again operate it beginning Aug. 1.

Pana, Ill.—Jas. F. Umpleby has purchased the eltr. of E. G. Walker & Son at Dunkel and will take possession July 1.

Bluffs, Ill.—W. H. Graham has purchased the eltr. formerly operated by H. & C. Oakes and will take possession July 1.

Somonauk, Ill.—The Farmers Eltr. Co. has secured an option on the eltr. of Jas. A. Patten for \$10,000, good until Sept.

Allerton, Ill.—Allen & Anderson will be succeeded by H. Allen, July 1, he having purchased the interest of Mr. Anderson.

Peoria, Ill.—Thomas & Co., correspondents of the Cella Commission Co. bucket-shop of St. Louis, have suspended business.

Tomlinson, Ill.—Murray & New have started their new 40,000-bu. eltr., partly cribbed and partly studded; gasoline power.

Padua, Ill.—Webber & Frowley have purchased the eltr. of Evans Bros. & Morisy. Possession to be given before Aug. 1.

Garrett, Ill.—Collins & Hopkins are building a new 24,000-bu. cribbed eltr., equipped with Union Iron Works machinery.

Fairbury, Ill.—N. B. Claudon & Son have let the contract for the construction of a 50,000-bu. eltr. to the Younglove Construction Co.

Humboldt, Ill.—Cuppy Bros. have recently installed in their office a 1,600-pound safe that is expected to withstand any ordinary fire.

Mattoon, Ill.—The Cleveland Eltr. Co. has let the contract for the erection of a 25,000-bu. eltr. which will cost \$6,000 and is to be completed by Aug. 1.

Pana, Ill.—M. R. Corbett has bot Metzger Bros.' eltr. at Pana; A. B. Smith's eltr. at Rosemond, and J. R. Horney's eltr. at Millersville.

Granville, Ill.—Nauman Bros. & Fiddler are building a 30,000-bu. cribbed eltr. A. C. Kaiser, who was formerly in business at Parnell, will be mgr.

Lovington, Ill.—It is said that John Rainey, whose accounts with Bartlett, Kuhn & Co. were found to be short, has been seen in Grand Forks, N. D.

Shelbyville, Ill.—Cooper & Knecht have bot the Queen City Mill, which has storage room for 40,000 bus. and will do a grain as well as a milling business.

Springfield, Ill.—The Illinois Railroad and Warehouse Commission on June 15

adjourned its hearing on the revision of freight rates in Illinois until July 11.

Alton, Ill.—The Electric Roller Milling Co. will build a 20,000-bu. eltr. and a 2-story office building and store. Peter Reyland is pres. and mgr. of the company.

Herschler, Ill.—The Herscher Grain Co. incorporated, \$10,000 capital stock, to deal in grain, lumber and coal. Incorporators, Henry L. Wadleigh, Jos. E. Karcher and B. C. Cunnerson.

Bondville, Ill.—The Evans Eltr. Co., of Decatur, has purchased the eltr. of Barker & Collins. A number of improvements will be made on the plant. John W. Nutter has been appointed mgr.

Lilly, Ill.—Mrs. Bacon will build an eltr. on the site of the old house which burned May 19. It will be an up-to-date eltr. with capacity for 30,000 bus. and with 2 dumps. A 16-h. p. gasoline engine will be installed.

Paris, Ill.—Bookkeeper W. W. Jung, under indictment for blowing up the Edgar County National Bank, is short \$7,000 in his accounts, and has shipped \$12,000 to grain commission firms, presumably in speculation.

The plan to hold the annual meetings of the Ill. Grn Dirs Assn. in the different inland cities of the state is good and will result in interesting the dealers of those sections where meetings are held. Peoria has the next meeting.

Polo, Ill.—Miss Elizabeth Herbert, daughter of Mr. Herbert of Herbert & Hackett, grain dealers, was killed at Bloomington, June 19, while crossing the C. & A. Ry. in an automobile. She was stenographer in a law office in Bloomington.

Greenville, Ill.—Adolphe Breuchaud, a former grain dealer here, died June 13, at Geneva, Switzerland, aged 72 years. Mr. Breuchaud engaged in the grain business in 1875 and retired March 7 to make a last visit to his native land, from which he came to America in 1850.

Ocoya, Ill.—Henry Thobro has purchased the eltr. property of Kirkpatrick, Lackland & Co. and will build an eltr. on the site. It is expected that the house will be ready for the new oat crop. The Farmers Eltr. Co. is the only other firm buying grain at this station.

Dwight, Ill.—E. D. Vorhes, of Ackley, Ia., has purchased the eltrs. of Merritt Bros. & Co., and will take possession Aug. 1, when Mr. Vorhes will remove his family to Dwight and assume active management of the business. The trade was made thru J. M. Maguire.

Mahomet, Ill.—The Mahomet Grain Co. has purchased for \$7,000 the eltr. operated by the Zorn Grain Co., of which A. W. Heinz is mgr. Possession was given June 15. The eltr. has storage capacity for 50,000 bus. and is considered one of the best houses in Champaign county. C. A. Pricer will manage the eltr. for the new owners.

New Holland, Ill.—Rumors that the New Holland Grain, Coal & Lumber Co. is in financial difficulties are denied, tho it is true the concern has never had sufficient money to transact the business of the stockholders. About \$4,600 was actually paid in; and the increase in capital from \$5,000 to \$10,000 has never been subscribed. One farmer, who has indorsed the concern's notes to the extent of \$12,000 is uneasy.

## INDIANA.

Troy, Ind.—Bergenroth Bros. are building an eltr.

Oxford, Ind.—Risser & Anderson have sold to Hawkins Bros.

Ossian, Ind.—The Beaty & Doan Co. was incorporated May 1.

Lebanon, Ind.—J. W. Witt has completed his eltr. and feed mill.

Montmorenci, Ind.—The eltr. for the Taylor Grain Co. has been nearly completed.

Percy, Ind.—C. W. Hartley will continue in the grain business, keeping an office at Goodland.

Grabill, Ind.—The Witmer Grain Co. had 1,000 pounds of wool stolen from its warehouse recently.

Sims, Ind.—A. W. Haycock has installed a 50-h. p. natural gas engine in place of steam power.

Oxford, Ind.—The Oxford Lumber Co. is trying to do a scoop shovel business and is not entitled to bids.

Mellott, Ind.—Ed. Lee will install a patent grain loader, with capacity for 3,000 bus. of grain per hour.

Frankfort, Ind.—Harry Catron, formerly mgr. for Jenkins & Stewart at Sedalia, has removed to Frankfort.

South Bend, Ind.—The Lake Shore Eltr. at Lydick burned June 14 with a large amount of grain. Loss, \$15,000.

Alexandria, Ind.—Browning & Co. are overhauling their eltr. and installing a B. S. Constant Feed under their dump.

Hagerstown, Ind.—The Teeter Mill & Eltr. Co. has bot the eltr. and grain business of Isaac Brumback, who has retired.

Geneva, Ind.—The Berne Grain & Hay Co. has installed a 40-h. p. boiler and 30-h. p. engine, purchased from N. A. Grabill.

Kewanna, Ind.—A. D. Toner has opened a temporary office and is preparing to rebuild his eltr., which burned May 27.

Lincoln, Ind.—A. P. Watkins is making improvements on his eltr. and building an addition which will double the present capacity.

Arcadia, Ind.—The 15,000-bu. eltr. for Frank B. Mabbitt has been nearly completed. A 25-h. p. Fairbanks-Morse Gas Engine will be installed.

Spencerville, Ind.—Palmer & Miller, of Celina, O., had a quantity of wool stolen from their eltr. recently. Traces of the wool were found, but the thief was not captured.

Sedalia, Ind.—Jenkins & Stewart have rebuilt their office, which burned last month, and have installed new scales. The loss was light. This firm is the only regular grain dealer at this point.

Judyville, Ind.—Geo. R. Smith will build a grain eltr. on his farm at the intersection of the new Indiana Harbor Ry. with the Frisco line. It is expected that a town will be founded at this point.

Hammond, Ind.—Chas. W. Jewell writes that the bankruptcy action referred to in this column June 10 was the result of accommodation paper executed 10 years ago, and that he does not owe a single grain dealer 1 cent.

Princeton, Ind.—P. Kirkpatrick will open a branch office of Ware & Leland for the execution of orders in grain for future delivery, with a wire to Chicago.

Mr. Kirkpatrick and the firm he represents are members of the Chicago Board of Trade.

Indianapolis, Ind.—The rules and forms adopted by the railroad commission of Indiana on May 26 have been published by the commission in a 23-page pamphlet, which shud be read by grain shippers. Communication to the commission shud be directed to the Railroad Commission of Indiana, 84 State House, Indianapolis.

Indianapolis, Ind.—The following officers were elected at the annual election of the Board of Trade: Frank D. Stalnaker, pres.; Frank M. Murphy, vice-pres.; Tom Oddy, treas. Governing committee: Sam B. Sweet, Wm. S. Gilbreath, R. O. Hawkins, Harvey Mullins, Wm. Scott, B. B. Minor, Albert Baker, H. E. Kinney, J. A. Kebler, J. Byron Dill. Frank D. Stalnaker, who was elected pres., is one of the candidates for nomination for Mayor of Indianapolis for the next 4 years.

Indianapolis, Ind.—The Board of Trade building has been sold to the New Order of the Knights of Pythias for \$50,000. A new and modern \$300,000 structure will be erected by the Board of Trade on the corner of Ohio and Meridian streets, opposite the postoffice. Bonds will be issued to cover the cost of the new building. Immediately following the sale a resolution was adopted providing for the immediate leasing of the Pyle house property. The lease is for 99 years, with the option of purchase, and the yearly rental is to be \$6,000.

## INDIAN TERRITORY.

Minco, I. T.—R. M. Johnson has purchased the eltr. of the El Reno Mill & Eltr. Co. and will operate it.

## IOWA.

Shellsburg, Ia.—S. F. Miller has his new 10,000-bu. eltr. running.

Alvord, Ia.—G. H. Barber has sold his eltr. to the Farmers Eltr. Co.

Luverne, Ia.—Chas. A. Pfund will install a Hall Non-Chokable Boot.

Lewis, Ia.—W. W. Albright has built a warehouse west of his grain office.

Harris, Ia.—Morrow Bros. have sold their eltr. to the Hall-Wellman Co., of Hartley.

Aspinwall, Ia.—Grover Schroeder has taken charge of the eltr. for the Neola Eltr. Co.

Hinton, Ia.—The Thorpe Eltr. Co., of Minneapolis, is building a 20,000-bu. cribbed eltr.

Inwood, Ia.—The Farmers Eltr. Co. has bot the Skewis-Moen eltr. from Scott Logan & Son.

Superior, Ia.—Greig & Zeeman, of Estherville, have bot the D. Rothschild Grain Co. Eltr.

Des Moines, Ia.—B. A. Lockwood, of the B. A. Lockwood Grain Co., will build an \$8,500 residence.

Davenport, Ia.—The Bosch Consumers' Barley & Malt Co. has succeeded the Bosch-Ryan Grain Co.

Hornick, Ia.—The Terwilliger & Dwight Co. is tearing down its old eltr. and will rebuild on the site.

Corwith, Ia.—P. Hatterscheid is raising his eltr., putting in a stone foundation and an iron boot tank.

Calmar, Ia.—Meyer & Co., composed of Jacob and G. A. Meyer, long ago succeeded the Meyer & Koch Co.

Hartley, Ia.—Shaffer Bros., of Tripp, S. D., have bot the eltrs. of A. A. Truax at Hartley, Hull and Chatsworth.

Ft. Dodge, Ia.—The Farmers Eltr. Co. incorporated, \$25,000 capital stock. Jos. Fiola is pres. and T. O. Holigan treas.

Cherokee, Ia.—Jas. Archer, after 35 yrs. in the grain trade at this point, will be succeeded by his son, Elmo S. Archer, July 1.

Neola, Ia.—Pogge & Flynn have purchased the eltr. of the Chicago Grain & Eltr. Co. and will engage in the grain business.

Holmes, Ia.—The Farmers Co-operative Eltr. Co. incorporated, \$5,000 capital stock. J. E. Richardson and others, incorporators.

Modale, Ia.—J. H. Hamilton & Co. has commenced the erection of their 50,000-bu. eltr. An improved Hall Distributor will be installed.

Shellsburg, Ia.—The 15,000-bu. eltr. for S. F. Miller has been completed. It has 4 small bins and 14 others having a capacity of 1,450 bus. each.

Cedar Rapids, Ia.—The American Cereal Co. has let the contract to the Barnett & Record Co. for the erection of the eltrs. for its \$750,000 plant.

Rolf, Ia.—Manley Brown has purchased for \$11,000 the eltr. of J. H. Charlton. Mr. Brown has been doing business here as the Rolf Grain Co.

Gilman, Ia.—The Farmers Eltr. Co. incorporated, \$4,000 capital stock. J. B. Ramsey, pres.; C. T. Stewart, vice-pres.; Jas. L. Wylie, secy.; Peter Gannon, treas.

Kingsley, Ia.—Edmonds, Shade & Co. have purchased the eltr. of T. S. Cathcart & Sons, and the Farmers Eltr. Co. has bot the house of Edmonds, Shade & Co.

Lester, Ia.—The Farmers Mutual Incorporated Co-operative Society has let the contract to L. Buege for an eltr. to be completed in time to handle the new crop.

Woodward, Ia.—Wm. Clausen, formerly agt. for the Westbrook-Gibbons Grain Co. at Gray, has leased the eltr. of H. Lawbaugh and will take possession July 1.

Pocahontas, Ia.—The Farmers Grain & Coal Co. incorporated, \$10,000 capital stock. A. Hudek and others, incorporators. The company has purchased the eltr. of the Chicago Grain & Eltr. Co.

Carpenter, Ia.—The Hunting Eltr. Co. will extend its driveway so that teams can drive on scales with driveway doors closed. The agt. of the company, A. B. Loomer, will paint the eltr. during July.

Dixon, Ia.—The roof of the eltr. of John Dammann & Co. was partially destroyed by fire June 1, causing damage to the amount of \$150. The fire was started from sparks from the smokestack of the eltr. Insured.

Vinton, Ia.—Mr. Bickel, formerly of Bickel, Bryant Co., has bot Burk Bros.' eltr. He will immediately demolish it and build a new up-to-date house. The Bickel Grain Co. has incorporated with \$10,000 capital stock.

Estherville, Ia.—Anderson & Moen have bot Rippe's eltr. and took possession June 1. The Skewis Grain Co. has bot Isham & McCall's eltr. and will take pos-



session July 1. The eltr. here will be made a cleaning house and Estherville will be the headquarters of the firm.

Walcott, Ia.—The Farmers Mutual Eltr. Co. incorporated, \$15,000 capital stock, to handle grain, lumber, lime and cement. Incorporators, H. B. Sindt, Carl M. Siebke and others. The officers of the company are: Henry Stoltenberg, pres.; Christoph Buttenob, secy. and treas.

Sioux City, Ia.—The district court has decided that railroads can not be required to serve a private switch. The Mystic Milling Co. refused to pay a demurrage bill of \$26, claiming a countercharge against the roads for delaying shipments; and the car service assn. thereupon ordered the roads not to switch cars for the milling company, which then brot suit for \$150,000 damages. The district court decided that the milling company could not recover damages.

Council Bluffs, Ia.—The Trans-Mississippi Grain Co. has decided to build its plant on a site west of the Omaha Eltr., as the old site is to be used by the Union Pacific Ry. for switching tracks. A number of side-tracks will have to be laid to the eltr. and the city will be asked to extend a water main or two to give the house fire protection. The new eltr. will be owned entirely by the Trans-Mississippi Grain Co. Altho the fire occurred over 3 months ago, the ruins are still smouldering.

## KANSAS.

Hartford, Kan.—T. O. Gibbon will build an eltr.

Bennington, Kan.—The Farmers Eltr. Co. incorporated, \$7,000 capital stock.

Atchison, Kan.—The Blair Mill Co. has purchased a site and will build an eltr.

Sylvan Grove, Kan.—The Farmers Eltr. Co. incorporated, \$5,000 capital stock.

Lawrenceburg, Kan.—W. L. Brandon, of the Brandon Grain Co. of Clyde, is building an eltr.

Marietta, Kan.—The Midland Eltr. Co. has torn down its old coal shed and is building a standard shed.

Oxford, Kan.—The Alexander Milling Co. will establish a branch at Oxford with Hal Johnson in charge.

Cawker City, Kan.—The eltr. of the Farmers Shipping Assn. burned June 5 with nearly 1,000 bus. of corn and 2 box cars.

Anthony, Kan.—The Aetna Milling Co., of Wellington, has purchased the eltr. and mill of the Poorman Milling Co. H. E. Thompson will manage the business.

Robinson, Kan.—P. M. Kelly, who has been mgr. for S. Bredahl, and Fred Baker will build a 10,000-bu. eltr. and expect to have it completed in time for the new crop. Gasoline power will be used.

Wichita, Kan.—The Board of Trade has recently elected the following officers for the ensuing year: Pres., C. B. Gaunt; vice-pres., J. W. Binding; directors, L. H. Powell, J. C. Robb, D. Heenan, W. J. Stevens, E. K. Nevling.

Topeka, Kan.—Governor Hoch on June 14 appointed a grain inspection commission composed of Geo. W. Glick, of Atchison; John T. White, of Ada, and Mont Cory, of Harper. The commission will establish the grades of grain for the state of Kansas.

Salina, Kan.—The Shellabarger Mill & Eltr. Co. is constructing a crude oil tank of 850 barrels capacity, 12x12x32 ft., of cement concrete, from which the oil will be pumped to the furnaces of the 6 steam boilers. The company is the first to use oil fuel in this way in this part of the country.

Russell, Kan.—The Shellabarger Mill & Eltr. Co., of Salina, has let the contract for the erection of a 35,000-bu. eltr. at Balta, a siding on the Union Pacific 4 miles west of Russell. W. J. Madden, of Hays City, has also given the contract for the erection of a 25,000-bu. eltr. to be built on the same siding.

Girard, Kan.—J. A. Wayland has purchased the interest of John Q. Bell in the old eltr. on the Santa Fe. The other interests are owned by the Ennis estate and C. Hitz. The purchase price was \$125 and includes interest in all machinery, fixtures and scales. The eltr. has not been in use for several years.

La Crosse, Kan.—E. J. Smiley, secy. of the Kansas Grain Dealers Assn., has served half of his 90 days' sentence in jail. Mr. Smiley was given his choice of cells in the jail, and has it furnished with chairs, desk and other furniture. His meals are taken at the sheriff's home, and he goes uptown every day to get his mail, receiving an average of 30 letters daily.

Hargrave, Kan.—The Hargrave Grain & Livestock Co., which on April 17 made a demand on the Missouri Pacific for a site for an eltr. at Mills station, on June 14 followed with a formal complaint to the state railroad commission that the road would neither grant a site nor build a switch to the company's ground. This will be a test of the law of 1905, chapter 350, providing for the construction of switches or granting of sites, under the alternative that the railroad commission will designate the location of the side track and compel the railroad to build it.

Wichita, Kan.—The 150,000-bu. steel wheat tank of the Watson Mills Co. was damaged by a heavy windstorm June 15. The tank had not been completed, the sides being held in position by ¼-inch steel wire cables, and when the heavy wind struck, the heavy steel plates were bent nearly double. The tank is 40 ft. in diameter and 40 ft. high, and when the cables snapped the exposed side caved in like a tin can hit with a rock. The tank was being built at a cost of \$5,000, but as the plates can be used again by being shaped the damage amounted to only \$1,000.

Marietta, Kan.—The 60,000-bu. eltr. of the Farmers Eltr. Co. burned June 5, with 7,000 bus. of corn, 400 bus. of wheat and about 400 bus. of oats. It is supposed that the fire was of incendiary origin, as there had been no fire in the house for 2 or 3 days and no engine had passed the eltr. for nearly 24 hours. Loss, \$3,500 on grain and \$5,000 on eltr. Insurance, \$5,000 on building and contents. The company contemplates rebuilding with cribbed or fireproof storage of 15,000-bu. capacity and capacity to handle 2,000 bus. per hour. The Peavey Eltr., which stands 500 ft. north of this house, was on fire several times, but no material damage was done. Seven box cars were also burned.

Topeka, Kan.—The Farmers Co-operative Grain Shipping Assn. adjourned its annual meeting June 8, after a series of

stormy sessions. A year ago the assn. had a paid up capital of \$70,000, and operated 17 eltrs.; now the company has \$120,000 capital and operates 31 eltrs., and 3 are to be built. The company has \$105,000 invested in eltrs., leaving only \$3 per stockholder to buy the average of 450 bus. of grain sold by stockholders to the company. Mr. Porter, of Moreland, Kan., charged C. B. Hoffman with closing the farmers' eltr. at that place while he was manager for the reason that C. Hoffman & Son owned the other eltr. in the town. Mr. Porter said: "Why is there no buyer for this company at Moreland? I don't know why it is. I don't know why the eltr. has been closed unless it is for the reason that C. Hoffman & Son own the other eltr. at Moreland." The by-laws were amended so that no stockholder shall receive grain dividends on more than 500 bus. of wheat for each share owned by him. This will force those having large quantities of grain for sale to take more stock in the company. The company held some of its wheat too long, causing a considerable loss, so that its stock is only worth about 75 cents on the dollar. Fritz Englehardt, who for two years has been treas. of the organization, and is connected with the C. B. Hoffman Grain Co., of Kansas City, has been appointed manager to succeed C. B. Hoffman, who resigned. The directors have chosen the following officers: F. Engelhardt, pres.; H. H. Shull, of Argonia, Kan., vice-pres.; J. W. Moore, of Kansas City, second vice-pres.; Frank Wright, of Billings, Okla., auditor; H. R. Signor, of Winfield, Kan., secy.

## KENTUCKY.

Peedee, Ky.—The Binns Milling Co. incorporated, \$20,000 capital stock. Incorporators, W. C. Binns, Walter Binns and R. A. Peck.

Paducah, Ky.—The warehouse No. 2 of the Harth Bros. Grain Co. burned June 3 with 12,000 bus. of corn, 8 carloads of hay and 40,000 sacks in bales. Warehouse No. 1 was not damaged. The loss to the company is \$12,000 on contents, as it did not own the warehouse. Insurance, \$9,500. The fire will not interfere with the company's business.

## LOUISIANA.

Monroe, La.—J. A. Dunn, a prominent grain broker, died June 4, after a short illness.

## MARYLAND.

Baltimore, Md.—Chas. England, of Chas. England & Co., has been appointed one of the 5 sewer commissioners, which are to have charge of the new sewerage system, for which \$10,000,000 was voted at a recent election.

Baltimore, Md.—The following committees were appointed at a meeting of the directors of the Chamber of Commerce held June 12: Wheat—Chas. C. Macgill, John M. Dennis, Hiram G. Dudley, Geo. S. Jackson and Walter Kirwan. Corn—John W. Snyder, Edwin Hewes, R. L. Burwell, Henry A. Lederer and Richard H. Diggs. Oats—Emory Kirwan, Daniel Rider and E. F. Richards. Rye—J. Frank Ryley, John J. Snyder and Jos. O. Linton. Buckwheat—Chas. H. Gibbs, John J. Buffington and T. M. Maynard. Barley—G. Frank Gibney, Oliver F. Lantz and John H. Biemiller. Hay

and straw—Richard C. Wells, Egil Steen and John M. Frisch.

#### BALTIMORE LETTER.

Wm. R. Hammond, of Hammond & Snyder, has returned home after several weeks visit to Mt. Clemens, Mich., much improved in health.

The first new wheat of 1905 crop was received in this market June 20. It came from Lancaster county, Va., and was sold to the C. A. Gambrell Mfg. Co. at \$1.10 per bu. The wheat was dry, plump berry, good color and much above the average quality of the first receipts of new wheat. The first receipt of new wheat in this market last year was on June 24, coming from the same section, and also sold at \$1.10 per bu.—B. M.

#### MICHIGAN.

Clio, Mich.—The Stockbridge Eltr. Co., of Jackson, has purchased the grain business of Jos. Wellman.

Jasper, Mich.—E. B. Lee has purchased the interest of his partner, H. W. Porter. Mr. Porter will continue at Weston.

Michigan grain dealers will benefit their former patrons by suggesting that they cut the growing rye out of the wheat.

Secy. M. G. Ewer, of Detroit, Mich., has announced that the annual meeting of the Michigan Grain Dealers Assn. will be held in that city on July 7 and 8.

Owosso, Mich.—The plant of the Vigoro Health Food Co. was bid in at mortgage sale June 13 by C. W. Gale, H. C. Frieske, Tod Kincaide and S. P. Watson, 4 of the heaviest stockholders in the company, for \$16,622, the amount of their claim. These stockholders, who now form the company, will endeavor to interest a flour company to use the plant.

#### MINNEAPOLIS.

The suits against A. J. Cummings have been dismissed for lack of proof.

Mrs. James S. Bell, wife of Jas. S. Bell, pres. of the Washburn-Crosby Co., died June 19 at the Northwestern hospital, following an operation for appendicitis.

The C. M. & St. P. R. R. Eltr. B is being overhauled, its legs set deeper and repaired, its scales resealed and other changes made which will reduce its insurance rate.

The Edwards, Wood Co. is not a member of the Minneapolis Chamber of Commerce, and what is more, the Exchange will not admit them to membership until its officers are convinced beyond all doubt that the firm is not bucket-shopping trades.

J. H. McEnary and Rollin E. Smith have organized the Smith-McEnary Co., which will do a brokerage business. Mr. McEnary has been for many years assistant secy. of the Chamber of Commerce. The new company will begin business July 1.

The Minnesota Grain Inspection Dept. is installing 8 Fairbanks Track Scales in the railroad yards of Minneapolis, St. Paul & Duluth and will commence the weighing and grading of hay and straw soon. Minneapolis will have 8 yards, St. Paul 7 and Duluth 1, conveniently situated for the different railroads.

Only \$9.75 was found in the strong box of Edward Vaughan, the get-rich-

quick grain broker, when opened June 10 by the Postoffice inspector. At one time Vaughan had \$10,633 on deposit with the Germania bank, and before he disappeared he had withdrawn \$9,654. The amounts invested by victims ranged from \$50 to \$100.

The Skewis-Moen Co. will be dissolved. T. E. Moen and B. B. Anderson will take 10 of the company's eltrs. on the Rock Island and make their headquarters at Estherville, Ia., where they have bot the C. Rippe eltr. and will convert it into a cleaning eltr. Their stations on the C. R. I. & P. are Allendorf, Rock Rapids, Lester, Larchwood, Granite, Ia.; Shindler, S. D., and Round Lake, Leading and Wilmont, Minn. The Skewis Bros. will operate the 31 other houses of the company with headquarters at Minneapolis.

The proposition to make No. 2 northern the contract grade was defeated by the rule requiring a 2-3 majority of the votes cast. Several grain dealers from out of town visited the Chamber of Commerce to vote June 14, with the result that the ballot showed 225 for and 182 against the change. Out of the membership of 550, 73 are non-resident, and only 143 members failed to vote. Arguments tending to show that the change to the lower grade would benefit the country shippers and the eltr. men had no effect upon the millers, who voted solidly for what they considered their own interests.

#### MINNEAPOLIS LETTER.

The Chamber may utilize the lot adjoining the old building as a garage for members.

Considerable wheat is being shipped from here to Milwaukee at the present time and some of the Milwaukee millers have been here a number of times recently buying.

A number of new firms will start here with the new season this year. From all appearances there are going to be a number of changes of salesmen on the floor, as rumors have it that a number of the salesmen have already been approached with good offers.

A large amount of eltr. work is being held in the balance by the weather at the present time. The work that is contemplated by a number of line houses is being delayed pending the outcome of the crop. Should there be another failure, the work will not be done this year; on the other hand, if the crop will be as good as it now promises to be, there will be a great rush of country building about the middle of August.

A suit filed a few days ago in the United States court in this district by the Van Dusen-Harrington Co. against S. K. Nester, a malster in Geneva, N. Y., promises to be very interesting. The technical points are in favor of Mr. Nester, but in equity court the Van Dusen people will undoubtedly win out. The matter involves a delivery of a cargo of barley that was delivered two days later than it should have been. The market was lower and Mr. Nester apparently took advantage of the condition and refused the barley. The suit is to recover damages of some \$3,500, which would indicate that the firm resold the barley at a discount under the contract price of about 3½ cents a bu. It was a 100,000-bu. lot.

The measure providing for an assessment of \$20 for the purpose of creating a freight bureau was killed by a very

large majority, and it is now expected that it will never come up again. It was the second time the proposition was up. The dealers here cannot see the necessity of a freight bureau and do not want one. Judging by the experience of other exchanges in this respect, it has been claimed by some members that it cannot be made successful, no matter how clever and able the manager of a freight bureau as proposed might be, as the different railroads have heretofore been very reluctant in dealing with the managers of such bureaus of other exchanges and look upon them as disturbers. Such men as is expected of them, keep continually agitating conditions that the railroads for reasons best known to themselves cannot yield, and as a matter of fact they never accomplish anything. That is the history of all the board of trade freight bureaus. The individual firms are, however, very successful with their private traffic managers, and as those managers all draw high salaries, it is very plain that their departments are helpful arms to their respective houses.—Minn.

#### MINNESOTA.

Lester Prairie, Minn.—A farmers eltr. will be built.

Lismore, Minn.—The farmers will build a \$5,000 eltr.

Green Valley, Minn.—The Northwestern Eltr. Co. will improve its eltr.

Jordan, Minn.—S. M. Schaak will build a warehouse for storing all kinds of grain.

Freeport, Minn.—Geo. Uhlenkott & Son will build an eltr. at Golden Valley, N. D.

Swanville, Minn.—The Monarch Eltr. Co. will remodel its old warehouse into an eltr.

Long Prairie, Minn.—The Farmers Exchange of Todd county will build a \$3,400 eltr.

Ellendale, Minn.—C. E. Rowe has been appointed mgr. and grain buyer for the Farmers Eltr. Co.

Milroy, Minn.—The Farmers Eltr. Co. has secured a site and will soon commence the erection of an eltr.

Lake Wilson, Minn.—The Hubbard & Palmer Co. has sold its eltr. to the Farmers Grain & Mercantile Co.

Foley, Minn.—The Commercial Club is trying to persuade the Tileston Milling Co., of St. Cloud, to build an eltr.

Warren, Minn.—The Spaulding Eltr. Co. has let the contract for the removal of its eltr. to the Soo right-of-way.

Wilder, Minn.—The eltr. of the St. John Grain Co. is again open for business, with Fred Fredrickson in charge.

Mazeppa, Minn.—Theo. Maas, representing R. E. Jones, fell recently while at work in the eltr. and dislocated his shoulder.

Clarkfield, Minn.—John Larson, of Larson & Orwoll, has withdrawn from the firm. The business will be continued by Mr. Orwoll.

Slayton, Minn.—Sage Bros. have purchased the eltr. of Mark N. Tisdale. The new owners will improve the eltr. and install an engine.

Delft, Minn.—The Carson Eltr. Co. has awarded the contract to L. Buege for the rebuilding of its eltr., which was recently destroyed by fire.



Thief River Falls, Minn.—Nels M. Johnson, of Crookston, has succeeded Jos. Johnson as mgr. for the Red Lake Falls Milling Co.

Doran, Minn.—The St. Anthony & Dakota Eltr. Co. is improving its eltr. so that grain can be handled nearly twice as fast as formerly.

Utica, Minn.—The eltr. of the Farmers' Eltr. Co. burned June 15 with 4,000 bus. of oats, besides other grain. The origin of the fire is not known.

Storden, Minn.—The Storden Grain Co. has been incorporated. The officers are: S. S. Peterson, pres.; Thos. Bondhus, secy.; C. H. Ruhberg, treas.

Lakefield, Minn.—McGlin Bros. are overhauling and enlarging the eltr. purchased from the Canton Grain Co. and will convert it into a cleaning house.

Hastings, Minn.—The Farmers Co-operative Eltr. Co. has been organized with E. C. Murray pres., F. N. Ruhr vice-pres., and Wm. H. O'Conner, secy.

Little Falls, Minn.—A. J. Schmitz, who has had charge of the eltr. for the Monarch Eltr. Co. for some time, has resigned his position and removed to Penn.

Kenneth, Minn.—The farmers eltrs. at Luverne, Hardwick and Kenneth have been closed for the month of July, being behind \$2,500, \$1,200 and \$2,000 respectively.

Zumbro Falls, Minn.—The Western Eltr. Co. will tear down the side hill house recently purchased from the American Malting Co. and will build an eltr. on the site.

Sauk Rapids, Minn.—The Benton County Farmers Exchange contemplates removing its eltr. to a site on the Great Northern Ry. The eltr. will be overhauled and remodeled.

Dumont, Minn.—M. H. Zempel has awarded the contract to the H. G. Bushnell Co. for the rebuilding of his eltr., which burned recently. It will have a capacity of 35,000 bus.

Westbrook, Minn.—J. J. Christy has resigned his position with the Skewis-Moen Co. and has purchased the eltr. of Reinke Bros. He will make extensive improvements in the eltr.

Crookston, Minn.—The Smith-Baker Commission Co., of Duluth, has lost its suit against H. B. Bornlan, a track buyer at Halleck, who refused to settle on the figures of the firm's books.

Wolverton, Minn.—The farmers are organizing a company to buy and operate the eltr. of the Wolverton Eltr. Co. The farmers' company expects to assume the name of the present owners.

Russell, Minn.—The Farmers Independent Eltr. Co. incorporated, \$10,000 capital stock. The officers of the company are: Robert Neill, pres.; Jas. Brophy, vice-pres. and secy.; Geo. Ossen, treas.

Afton, Minn.—The eltr. of Jameson & Hevener was entered by burglars recently and \$8 taken from the office safe, all it contained. The combination on the safe was not turned and the robbers had only to turn the handle.

Welcome, Minn.—The Welcome Farmers Eltr. Co. incorporated, \$10,000 capital stock. Incorporators, H. Ledebur, C. M. Lesch and D. C. Montgomery. It has bot the eltr. of the S. Y. Hyde Eltr. Co. on the C. M. & St. P. R. R.

Ellendale, Minn.—Gilbert Christianson has resigned his position as mgr. and grain buyer for the Western Eltr. Co. Mr. Christianson goes to Castlerock, Colo., where he will build an eltr. and engage in the grain business.

Duluth, Minn.—Atwood, Larson & Co. incorporated, \$50,000 capital stock. Incorporators, Herbert and J. Atwood, John A. Noble and John A. Keyes. The firm has been conducting a hay, grain and produce business for several years.

Lakefield, Minn.—Jas. Bennett and Mr. Pert, of Flandreau, S. D.; J. J. Quinn, of Wells, and Ed. Babcock, of Winnebago, have bot S. Y. Hyde Eltr. Co.'s eltrs. at Flandreau, Airlie, Hatfield, Edgerton, Chandler, Iona Lake, Fulda, Okebena and Lakefield.

St. Paul, Minn.—At the annual meeting of the St. Paul Board of Trade held June 12, the following officers were elected: R. A. Durkee, pres.; Geo. S. Loftus, first vice-pres.; W. A. Murphy, second vice-pres.; H. A. Ertz, treas.; W. H. Patton, secy. This was the 25th annual election.

Rochester, Minn.—T. A. Whiting, who has been in the grain and coal business in Rochester since 1872, has decided to retire. He engaged in the business at first with his brother, but bot him out in 1877, from which time he continued business alone, with the assistance of his 2 sons in the last few years.

Duluth, Minn.—The Board of Trade believes that the flat reduction of 10 cents in each fee as made by the Minnesota Railroad and Warehouse Commission is unfair to Duluth, where the reduction on grain inspected and weighed into vessels should have been greater. The Duluth branch of the inspection dept. has earned nearly all of the \$120,000 surplus. The service at other points is said to have been conducted at a loss.

To reduce the surplus of \$120,000, which has been accumulated by the state grain inspection dept. since the present schedule of charges went into effect many years ago, the Minnesota Railroad and Warehouse Commission has cut each fee 10 cents. It is believed that the new schedule will wipe out the surplus in 2 years. The order of the warehouse commission follows: From and after July 1, 1905, the chief grain inspector is hereby authorized to collect, until further notice, on all grain, except flaxseed, inspected under his direction, as follows: For inspection "on arrival," or "into store," for each carload, 15 cents; for inspection "out of store" from warehouses, 15 cents per carload to car; 30 cents per 1,000 bus. to vessels. The charges for weighing shall be as follows: For each carload weighed "on arrival," or "into store," 15 cents; for weighing "out of store" from warehouses, 15 cents per carload to cars; 30 cents per 1,000 bus. to vessels. On flaxseed the charges shall be as follows: For inspection "on arrival," or "into store," 65 cents per carload; for inspection "out of store" from warehouses, 65 cents per carload to cars, or 90 cents per 1,000 bus. to vessels.

## MISSOURI.

Kansas City, Mo.—The building committee of the Board of Trade is considering a number of propositions by property owners to erect a suitable building.

Wellington, Mo.—The Rex Flouring Mills have succeeded the Wellington Mill

Co. The new company is overhauling the eltr. and mill. F. W. Drewel is secy.

St. Louis, Mo.—Waggoner Grain Co. has succeeded Brinson-Waggoner Grain Co. E. L. Waggoner is pres., and B. L. Slack secy. and treas. of the new company.

Kansas City, Mo.—The Bayless-Price Hay & Grain Co. incorporated, \$10,000 capital stock. Incorporators, Irving S. Bayless, Purley W. Price and Leonard J. Eddy.

Rushville, Mo.—The Rushville Grain & Eltr. Co. incorporated, \$3,500 capital stock. Stockholders: S. F. Nave, Edwin M. Spencer, Arch Cooper and L. C. Burnes.

St. Louis, Mo.—The Missouri Railroad Warehouse Commission has issued an order virtually doing away with the charge for reconsignment, but it remains to be seen whether the roads will obey the order.

St. Joseph, Mo.—The Union Eltr. Co. incorporated, \$25,000 capital stock, to do a general grain business. The stockholders are: A. J. Brunswig, C. G. Benton, E. T. Jones and Geo. W. Groves, all of St. Joseph.

St. Louis, Mo.—In establishing hay inspection effective June 17 the Missouri State Board of Railroad and Warehouse Commissioners adopted the rules of the National Hay Assn. for grading, with the same regulations that apply to grain inspection.

Kansas City, Mo.—The Beall Grain Co. has admitted 2 new members to partnership and will hereafter conduct the business as the Diamond Eltr. & Grain Co. As soon as the ruins of the burned Diamond Eltr. can be cleared away the company will begin the erection of a new plant. It will consist of a working house and 7 tanks of tiling and brick, each having capacity for 32,000 bus. of grain. The plant will cost \$50,000 and is to be completed by Nov. 1.

Kansas City, Mo.—The bucket-shop interests have incorporated the National Board of Trade with headquarters at Kansas City and C. C. Christie as pres. Their action is an attempt to manufacture quotations of their own, since all bucket-shops are deprived of Board of Trade quotations by the recent decision of the United States Supreme Court. It is not believed that victims can be found so gullible as to place bets on figures juggled by the other party to the bet.

Jefferson City, Mo.—The St. Louis & San Francisco Railroad Co. has brot suit in the federal court for an injunction restraining the Missouri Railroad and Warehouse Commission from making effective the maximum freight rate bill passed by the last general assembly, known as the Spears bill. The reductions on every commodity but coal would average 30 per cent. In a similar injunction suit brot by 18 railroads at Kansas City the federal court has granted a temporary injunction.

St. Louis, Mo.—The proposed amendments to the rules of the Merchants Exchange, which were voted upon June 16, tho most members were in favor, failed to pass, as the rules require a 2-3 majority. The Exchange at present has no women members, and the amendment inserting the word "male" in rule 13 would have relieved the directors from the possibility of having to refuse a lady applicant for membership. The vote on this

amendment was 149 for and 125 against. The amendment against trading for bucket-shops was defeated by a vote of 146 to 128, under the 2-3 rule. The amendment reads: No member of this exchange shall act as employee in transacting or attempting to transact any business on the floor of the exchange in the name or for account of any person, firm or corporation, unless such person, or a member of such firm, or an officer of such corporation is a member of this exchange in good standing; and no member shall act as employee for more than one employer. The amendment providing for the forfeiture of membership for failure to pay dues within a year was lost. The Exchange will vote July 6 on amendments to rule 8. Section 6 is to be amended to apply to grain in eltrs. only. Section 7 is amended so that the minimum weight of a carload of grain on cash sale is raised from 30,000 pounds and fixed at 40,000 pounds, while that of seed, castor beans or mill feed is raised to 35,000 pounds. After eltr. receipts have been blocked the quantity of a carload for cash delivery is raised from 800 to 1,000 bus. on wheat, corn, rye or barley, and from 1,200 to 1,500 bus. on oats. The amounts for future delivery are the same. Section 8 is amended so that the time allowed for shipment on sales made for prompt shipment is shortened to ten days in the absence of any specific agreement. Section 8 is changed by striking from the provisions governing the classification of eltrs. and warehouses by the board the following: "No eltr. or warehouse shall be declared regular unless delivery therefrom can be made to both railroads and river."

## MONTANA.

Lewistown, Mont.—J. R. Barnes has purchased the interest of G. O. Shaffer and G. J. Bach in the Judith Basin Milling Co.

## NEBRASKA.

Julian, Neb.—The eltr. for Jas. Peterson has been completed.

Benson, Neb.—Jos. McGuire is equipping his eltr. with an improved Hall Distributor.

Charleston, Neb.—Otto Brothers will put in a lumber yard in connection with their eltr.

Brock, Neb.—F. B. Reeve has resigned his position as mgr. for the Bartling Grain Co.

Madison, Neb.—The Omaha Eltr. Co. will build a new brick office and engine house and repair the eltr.

Greeley, Neb.—E. D. Gould has purchased the eltr. of Ed Taylor and has installed M. McBeth as mgr.

Amherst, Neb.—The Farmers Eltr. Co. has let the contract to D. H. Cramer for the erection of a 15,000-bu. eltr.

Funk, Neb.—The 20,000-bu. eltr. for Titus Bros. has been completed. Mr. Pearson, of Sacramento, is mgr.

Wahoo, Neb.—Claud Smith has succeeded Mr. Pettys in charge of the eltr. for the Westbrook-Gibbons Grain Co.

Dixon, Neb.—The Blenkiron Grain Co., of Sioux City, is building 5,000-bu. eltrs. here and at Belden and Brunswick.

North Loup, Neb.—The new eltr. for Geo. Johnson will have capacity for 25,000 bus., with cemented hopper bottom bins.

Gretna, Neb.—The Gretna Eltr. Co. has succeeded the Farmers Co-operative Shipping Assn. and Lorenz Stahl has been appointed mgr.

Lincoln, Neb.—The directors of the Lincoln Grain Exchange have appointed a committee to secure rooms and to take up the construction of an eltr.

Randolph, Neb.—S. Fritzson has been succeeded by the Blenkiron Grain Co., which has headquarters at Sioux City. Mr. Fritzson will continue to manage the station.

Burrus, Neb.—The Burrus Grain & Lumber Co. is out of business, and the Ewart-Wilkinson Grain Co., of Lincoln, is now doing business with Louis Winkler as agt.

Falmage, Neb.—The L. L. Coryell Grain Co. is building an eltr. The town, however, claims that the site of the eltr. is in the street, and it may take legal steps to stop the work.

Dakota City, Neb.—The Akron Milling Co., of Sioux City, Ia., has purchased the eltr. and mill of Hans Nelson and is now operating the plant. Mr. Nelson will continue his live stock business.

Blair, Neb.—Thos. D. Worrall, of the Worrall Grain Co., has brot suit at Blair against the line house companies and many members of the Nebraska Grain Dealers Assn. to recover \$128,000 damages for alleged boycott. Altho Mr. Worrall has filed a complaint covering 23 typewritten pages, making numerous allegations, it is not believed that he can prove a single illegal action by the members of the Nebraska Grain Dealers Assn., whose secy., Mr. H. G. Miller, simply acquainted members with Mr. Worrall's attempt to do business with scoop shovelers. According to Worrall's complaint, the chief harm done by the assn. was the circulation by Mr. Miller of one of Worrall's own letters soliciting the shipments of co-operative concerns.

## NEW ENGLAND.

Wilmington, Vt.—Verne L. Adams, formerly of West Dover, has succeeded Chandler & Green.

Boston, Mass.—Of the 6 steamers sailing from Boston last week, only 3 carried grain, a total of 109,810 bus.. Booking of grain for shipment during the present week aggregate 160,200 bus.—H. B.

## NEW JERSEY.

Camden, N. J.—Harbey Sharpless, of Sharpless Bros., dealers in grain and feed, died June 5, aged 56 years.

Camden, N. J.—Sitley & Son have started work on the warehouse adjoining the eltr. which is also under construction. Later 2 more warehouses will be built.

Chatham, N. J.—The Chatham Hay & Feed Co. incorporated, \$25,000 capital stock, to deal in grain, hay, straw, feed and merchandise. Incorporators, John A. Parker, Passaic; Wilbur M. Roll, South Orange; Frederick A. Parker, Paterson.

## NEW YORK.

New York, N. Y.—Carl A. Clausen, who has been a member of the Produce Exchange for over 20 years, was killed by a fall from a fourth story window, June 13, while in a delirium of fear caused by nightmare.

Oswego, N. Y.—The starch factory which the Corn Products Co. is building to replace the burned plant, is to be completed by Nov. 1, and will consume twice as much corn as the old factory, a total of 6,000 bus. per day.

New York, N. Y.—The Spencer Kellogg Co., of Buffalo, has purchased between 8 and 10 acres of land on the New Jersey side of the Hudson river and will build a large linseed oil mill, with tankage capacity for oil and flax and eltrs. Work will be commenced at once.

New York, N. Y.—Receipts of hay continue moderate via rail, while river boats and barges are bringing full cargoes, mostly No. 2 hay and rye straw. Trade in medium and poorer qualities shows more activity at Erie sheds, but prices cannot be quoted higher. No. 1 and straight No. 2 in large bales still in demand.—Gilbert Plowman & Co.

New York, N. Y.—The new agreement between the railroads and the Produce Exchange places an arbitrary charge of ½ cent per bu. on grain loaded direct from eltrs. to steamers. Nearly all the grain exported from New York is delivered alongside the steamers in lighters free of charge, the transfer from the lighter to the steamers being effected by a floating eltr., which charges ¾ cent per bu.

## BUFFALO LETTER.

The American Malting Co. will begin work at once on its 1,500,000-bu. malt house.

The premium on Duluth spring wheat is going higher in spite of the figure it had reached before, being now 20 cents over New York July for No. 1 northern c. i. f.

The Chamber of Commerce has posted the name of the Mad River Grain Co. on account of a deal with Alder & Stofer in which it is said that Mad River people failed to pay.

The suit of Spencer Kellogg against the railroads and the Western Elevating Co., claiming rate discrimination against the Kellogg eltr., is now safely in Court of Appeals for a year or two.

Track grain runs very irregular from day to day this summer, though the amount is fair, considering the size of the crop. The demand for corn and oats is much better than it was awhile ago.

Tho a fair amount of grain is coming to this port by lake, yet all the canal boats in the trade are obliged to tie up and wait for cargo. This means, according to the views of the canal men, that the railroads have made a secret cut in rates.

H. G. Anderson & Co. claim to have brought to this port the first cargo of straight red winter wheat of the season. This wheat in its purity is getting to be a rarity, as it so often comes in mixed with hard Kansas or some other wheat of less value. Demand for wheat is better than for a long time.

To aid the Chamber of Commerce in its undertaking to erect a new block, a very successful effort to increase the membership materially has been made and a meeting to introduce the new members will be held soon. The monthly luncheons are to be kept up and evening meetings for business lectures will be added in the fall. Not much is said of the new building, as it is in the financing stage as yet, though it is understood to be progressing favorably.—J. C.



## NORTH DAKOTA.

Coal Harbor, N. D.—C. C. Ireys will build an eltr.

Underwood, N. D.—The Farmers Eltr. Co. will build an eltr.

Towner, N. D.—Ole Gilbertson is building an 11,000-bu. eltr.

Litchville, N. D.—The Farmers Eltr. Co. is building a 40,000-bu eltr.

Drake, N. D.—The eltr. of the Royal Eltr. Co. was damaged recently by fire.

Omeme, N. D.—Helgeson Bros. expect to build 4 or 5 eltrs. this summer, in addition to their house here.

Leal, N. D.—The Farmers Eltr. Co. has let the contract to the H. G. Bushnell Co. for the erection of a 60,000-bu. eltr.

Hunter, N. D.—The eltr. of A. O. Cornwall burned June 15 with 1,100 bus. of wheat. Building and contents insured.

Brinsmade, N. D.—F. M. Bowman, formerly of the Walter-Bowman Eltr. Co., will engage in the grain and lumber business.

Courtney, N. D.—The Farmers Eltr. Co. has let the contract to the H. G. Bushnell Co. for the erection of its 80,000-bu. eltr.

Jamestown, N. D.—D. C. Rand has purchased a 18-h. p. automobile to use in his work of inspecting the eltrs. of the Powers Eltr. Co.

Milnor, N. D.—The Farmers Mill & Grain Co. will increase its capital from \$15,000 to \$50,000, for the purpose of building more eltrs.

Chaffee, N. D.—The Farmers Eltr. Co. has awarded the contract to the H. G. Bushnell Co. for the erection of 2 eltrs., each having a capacity of 30,000 bus.

Minot, N. D.—The Hoyt Grain Co., of Minneapolis, has purchased the line of eltrs. of Dulane Bros., of Williston, on the Great Northern from Minot west. It will also build eltrs. at Palermo and other favorable stations on the road.

Jamestown, N. D.—Several applications for eltr. sites in the new towns on the Edgeley-Dawson extension have been received, four to be located at Grackle, in Logan county; 3 at Judd, in La Moure county; 2 at Dessam, La-Moure county, and 1 at Alfired.

Kenmare, N. D.—The Osborne-McMillan Eltr. Co., the Royal Eltr. Co. and C. G. Ireys have moved their eltrs. from the south side of the Soo tracks to the north side, to make room for the larger yards of the road. All of these companies expect to build eltrs. all along the new extension from Kenmare to Thief River Falls.

Kensal, N. D.—The Kensal Farmers Eltr. Co. incorporated, \$50,000 capital stock. Incorporators, John Nihill, pres.; Chris. Bredahl, vice-pres.; Jens Pederson, secy.; J. E. Jones, treas.; Wm. Hornum and M. P. Christenson. The company has purchased for \$9,000 what is known as the Lahart eltr. and will take possession July 1.

## OHIO.

Meet me at the Hotel Victory July 6 and 7.

Sedalia, O.—Vent & Riddle will install an improved Hall Distributor.

Marengo, O.—L. W. Babcock has purchased the grain and hay warehouse of Will Guthrie.

Caledonia, O.—J. A. Risler contemplates engaging in the grain business and is planning an eltr.

Marion, O.—The Hoover Grain Co. incorporated, \$5,000 capital stock, to deal in grain, hay, seeds, salt, coal, etc., and do a general eltr. business. Incorporators, L. J. Smith, John N. Rexroth, W. A. Lucas and others.

A large attendance is expected at the annual meeting of the Ohio Grain Dealers Assn. at the Hotel Victory, Put-in-Bay, O., July 6 and 7. Every shipper and receiver is desired to be present. All regular dealers welcome.

Cincinnati, O.—Judge Thompson on June 13 granted the Chicago Board of Trade a temporary restraining order enjoining the Odell Commission Co. from stealing the Board's quotations. Later in the day the injunction was made permanent.

Cincinnati, O.—A. B. Taylor, formerly manager of the Southern Grain Co., has bought stock in and accepted the office of pres. of the Interstate Grain Co., of which Wm. S. Todd, formerly pres., is now gen'l mgr., and C. S. Emrick secy. and treas.

Dixon, O.—The eltr. of Singer Bros. burned June 10, with 2,000 bus. of wheat and 1,000 bus. of corn. Loss about \$10,000; insurance, \$6,000. The firm had just rebuilt the eltr. from a fire which destroyed the house last June. No plans have been made as yet for rebuilding.

The Hotel Victory, at Put-in-Bay, O., where the Ohio Grain Dealers will hold their annual convention, is the largest summer hotel in America, and is a delightful place to stay. Grain dealers who contemplate attending the meeting will assure themselves of many creature comforts by taking rooms at the Hotel Victory.

Canal Winchester, O.—The Winchester Milling Co. has just completed a 17,000-bu. steel wheat tank, and painted eltr. and other buildings. A Hall 8-duct Distributor and a 700-bu. Ohio Sheller, purchased from Philip Smith, have been installed. The Steel Storage & Eltr. Construction Co. had the contract for the construction of the tank.

Toledo, O.—Arthur Emmick, formerly of the firm of Worts & Emmick, died June 11, aged 29 years. Mr. Emmick has been ill for 18 months with the tumorous growth which caused his death, and it was his ill-health that caused the dissolution of the firm of Worts & Emmick in May, 1904. Mr. Emmick had tried every means to effect a cure, going even to London, Eng., where an operation was performed, affording only temporary relief.

Toledo, O.—The Produce Exchange has added the National Eltr. to the list of regular houses, thereby increasing the stock of contract wheat 1,500,000 bus. This house can unload vessels as well as receive grain from cars. The Exchange has also reduced the storage charges for fractional parts of 10 days by making the charge per day instead of per 10 days. Heretofore the charge has been a quarter of a cent per bushel for each ten days or fractional part thereof. In other words, one extra day meant a quarter of a cent extra storage; now it will be only one-fortieth of a cent for each day, after the first period of ten days which is paid for

in the elevation charge of a half cent, but four of these days are free to the buyer, as on all other sales.

The program of the annual meeting of the Ohio Grain Dealers Assn. is an excellent one. One of the special treats will be a chart lecture by Prof. Selby, of the Ohio Agricultural Experiment Station. Subject, "The Improvement of Crops by Seed Breeding and Seed Selection." Mr. Selby will demonstrate the work of the Experiment Station along the line of seed breeding, production and improved methods of farming wheat, corn, oats, rye, barley and clover seed in such manner as will be highly instructive, profitable and entertaining. Those of us who are in touch with the work of the Station can vouch for this number of the program. The matter of adopting an independent plan for verifying or testing the reliability of the Ohio crop reports as now made will come up for consideration. Reports will be made by each affiliated or local association of this body and an effort made to reconcile and improve present unsatisfactory conditions attending the work in certain parts of the state. Several interesting papers, on topics of unusual interest to every dealer, will be read by prominent members representing different phases of the work. The different standing and special committees will make their reports. The claim bureau committee will offer for adoption its plans and rules for the government of the bureau.

Don't fail to come to the meeting. Do not stay away expecting the other fellow to assume your responsibility in the work; he will do well to discharge his own duty. The social as well as the business feature will find ample provision made for entertainment. A band will be in attendance and we will have music and dancing each evening. As usual, a contest will be made by our several affiliated associations for the possession of our Cup Trophy, now held by the Northwestern Ohio Millers and Grain Dealers' Assn. This trophy will be re-awarded to the association showing the highest percentage of its membership in attendance. The Northwestern fellows say: "We will have one hundred per cent in attendance. Can you beat that?" Here is an opportunity for a "scrap." Jenkins and Miller, show your mettle.

## TOLEDO LETTER.

All arrangements for the National Hay Assn. convention are complete.

The Southworth-Rice Grain Co. has elected E. L. Southworth pres.; W. H. Bergin, vice-pres.; D. K. Keilholtz, who succeeded Christ. Strasser, now with the United Grain Co., Chicago, secy., and J. Scott Rice, of Deshler, gen. mgr. and treas.

Tiffin, O.—The circuit court has affirmed the judgment of William L. Day against the Pennsylvania Railroad Co., in which a verdict for nearly \$14,000 was returned for the loss of his eltr., which is alleged to have been ignited by sparks from one of the defendant's locomotives.

At the annual meeting of the Toledo Salvage Co. the board of directors was decreased from seven to five, as follows: George Dunham, who was re-elected pres.; Felix E. Denison, vice-pres.; Herman Klausner, treas.; Hugh Schunk, secy., and W. H. Haskell. James Mason was re-chosen manager of the plant.—H. D.

## OKLAHOMA

Yukon, Okla.—Shields & Smith have sold out their grain business to farmers.

Ralston, Okla.—The Ponca City Milling Co., of Ponca, has purchased the eltr. of and succeeded G. M. Hoss.

Covington, Okla.—M. C. McCafferty has sold his eltr. to W. B. Johnson, of Enid. Possession was given June 1.

Guthrie, Okla.—The Capital Grain Co. has succeeded E. A. Stenson. Mr. Stenson will continue in the business with the new company.

Oklahoma City, Okla.—E. R. & D. C. Kolp, Jr., have opened an office here, and D. C. Kolp, Jr., will remove here from Wichita Falls, Tex., to take charge.

Thomas, Okla.—The Weseley Grain Co. has succeeded Fyala & Weseley, Jos. Weseley having purchased the interest of J. Fyala and continues the business alone.

Elreno, Okla.—The local branch of the National Farmers Exchange has let the contract to P. H. Pelkey for the erection of a 15,000-bu. eltr., to cost about \$5,000. The officers of the company are: T. J. Rasp, pres.; Wm. Mittendorf, secy. and treas. The eltr. will be ready for business about July 20.

## OREGON.

Portland, Ore.—The C. H. Lilly Co., of Seattle, has succeeded Rogge & Storp.

Portland, Ore.—The Gillham Milling Co. incorporated, \$30,000 capital stock, to buy and sell wheat and manufacture flour. Incorporators, W. Lord, J. W. Ganong and Theo. B. Wilcox.

Portland, Ore.—A 12,000-barrel flouring mill is to be built at Hongkong, China. A. H. Rennie, who has been in the employ of the Puget Sound Milling Co. for 17 years, will be managing director of the new company. T. B. Wilcox, of Portland, who owns and operates the Puget Sound Mills, is said to be interested in the project.—M. C. E.

## PENNSYLVANIA.

Lemaster, Pa.—The eltr., warehouse and coal sheds of E. B. Diehl burned June 7.

Philadelphia, Pa.—Alexander Downing has been appointed hay inspector of the Commercial Exchange.

Philadelphia, Pa.—The 175,000-bu. eltr. for S. D. Hunsberger & Co. has been nearly completed. E. H. Price represents the firm on the Exchange.

Philadelphia, Pa.—Wilson & Mendenhall, of Toughkenamon, have applied for membership in the Commercial Exchange. They deal in grain and feed.

Philadelphia, Pa.—The grain committee of the Commercial Exchange has made complaint to the Pennsylvania Railroad that the Keystone Eltr. Co. does not give all members of the Exchange equal privileges.

Pittsburg, Pa.—The offices and warehouses of Daniel McCaffrey's Sons Co. burned early in the morning of June 12, causing a loss of about \$20,000, fully covered by insurance. Before the fire was entirely out the firm had engaged temporary quarters in the next block, at 59 Tunnell street, where consignments will be received and given the same careful attention as hitherto.

Pittsburg, Pa.—At the annual election of directors for the Pittsburg Grain & Flour Exchange, held June 13, the following were chosen for the ensuing year: Robert Thorne, C. A. Foster, W. N. Gordon, Alfred Lawton, John Dickson, W. A. McCaffrey, S. R. Patterson, W. A. Kober, John R. Johnson, John Floyd, J. W. Smith, J. A. A. Geidel and Jas. Brown. At a subsequent meeting of the Board of Directors the following officers were elected: Robert Thorne, pres.; John Dickson, vice-pres.; J. A. A. Geidel, secy.; W. A. Kober, treas.

## PITTSBURG LETTER.

Oats have been inclined to gain strength, primarily from the falling off in receipts, followed by a steady gain in selling figures.

Demand for shelled corn is steady. Just now prices for shelled are about on a par with ear, a position which they have not held for a long time.

Bran and middlings find a fair demand, and quotations show some little advancement. Leading dealers in millfeed are bitterly complaining of the slow market.

Straw is reported dull. Warehouses are filled and no one seems to want any more straw at present. Oat and wheat have declined. Rye is in lessened receipt and enjoys a stronger position as to price.

Ear corn quotations, while not holding the high level of a month ago, are improved compared with more recent conditions. Lighter receipts helped the situation, and nice, clean yellow corn is stronger now than it was a week ago.

Best timothy hay has gone down to the lowest range of quotations reached for many a month, and there it stays. Dealers in hay request shippers to keep their poor stock at home, it being almost impossible to give it away when good stock is so cheap.—C. H.

## SOUTH DAKOTA.

Brookings, S. D.—The Atlas Eltr. Co. has commenced work on its eltr.

Sisseton, S. D.—The Farmers Union Eltr. Co. will make improvements in its eltr.

Lyons, S. D.—A. D. Stone has equipped his eltr. with an improved Hall Distributor.

Arlington, S. D.—Hewett & Conner have bot the Bingham Bros.' Eltr. at this place.

Bridgewater, S. D.—M. Wallman, of Freeman, has bot the Hunting Eltr. Co's plant here.

Menno, S. D.—Shanard Bros. will enlarge their eltr. and install steam in the place of horse power.

Woonsocket, S. D.—A. N. Carlisle has bot the eltrs. of the W. W. Cargill Co. at Woonsocket and Lane.

Langford, S. D.—The Langford Farmers Eltr. Co. incorporated, \$5,000 capital stock. An eltr. will be built.

Lennox, S. D.—Shanard Bros., of Bridgewater, have bot Geo. Gayken's eltr. and will take possession July 1.

Parkston, S. D.—Doering-Kayser & Co. are installing a No. 7 Clipper Cleaner, rope drive and moving the legs.

Ramona, S. D.—J. J. Mallany, of Hewarden, Ia., has bot the Cargill Eltr. Co's plant and will start it July 1.

Canova, S. D.—A. F. Clough, F. N. Dexter and G. H. Randall have purchased the eltr. of the Interstate Eltr. Co.

Chester, S. D.—A new town site on the So. Dak. Cent'l will have two eltrs. soon as the road is completed that far.

Castlewood, S. D.—Don Livingston has let the contract to L. Buege for the erection of his 15,000-bu. eltr. at Appleby.

Wentworth, S. D.—The farmers of Chester, Lake County, will build a 25,000 or 30,000-bu. eltr. H. C. Corbin is interested.

Hartford, S. D.—J. B. Hatch, formerly buyer for A. A. Truax, has been promoted to traveling auditor and moved to Mitchell.

Bemis, S. D.—C. W. Bremer has torn down his old eltr. and is building another house on the site. L. Buege has the contract.

Armour, S. D.—Booher & Knapp have dissolved partnership, Mr. Booher taking 2 of the eltrs. and Mr. Knapp the other 2 houses.

Lesterville, S. D.—E. L. Dunn has bot the eltr. of the McCaull-Webster Eltr. Co. and will remodel it into a store and residence building.

Lyons, S. D.—The eltr. for the Lyons Grain Co. will be located on the S. D. Central Ry. and will have capacity for 25,000 bus. of grain.

Dell Rapids, S. D.—Olson & Son, of Minneapolis, have bot the S. Y. Hyde Eltr. Co. eltrs. here and at Trent, Egan, Colman, Wentworth and Madison.

Tripp, S. D.—Schaeffer Bros. have succeeded G. Schaeffer. The company has purchased the eltrs. of A. A. Truax at Hull, Hartley and Chatsworth, Ia.

Lennox, S. D.—L. H. Dunn, who has been buying grain for the Benson Grain Co. for some time, has accepted the position as buyer for the Truax Eltr. Co.

Kidder, S. D.—The Kidder Mercantile Co. incorporated, \$50,000 capital stock, to do a general merchandise business and handle grain, lumber, coal and farm machinery.

Alexander, S. D.—The South Dakota Grain Co. is installing 100-bu. Howe Hopper Scales here and at Woonsocket. It is also building a new engine house at Alexander.

Sioux Falls, S. D.—The N-W Eltr. Co., of Minneapolis, is installing a shipping spout which will give sufficient fall to load the largest cars to the roof.—G. A. Stegner, Agt.

Crooks, S. D.—Newhope Grain Co., a co-operative company, has let the contract to L. Buege for the erection of a 20,000-bu. eltr. The house will be ready to handle the new crop.

Canton, S. D.—The Farmers Eltr. Co. has purchased the eltr. of the Canton Grain Co. and will take possession about the first of July. J. G. Walters of the Canton Grain Co. will remove to Sioux Falls.

Grover, S. D.—The Grover Farmers Eltr. Co. incorporated, \$25,000 capital stock, to buy wheat and deal in coal, wood and farm products. Wm. Seipp is pres. of the company and John Coplan, secy. The company has let the contract to the H. G. Bushnell Co. for the erection of a 30,000-bu. eltr.

Yankton, S. D.—W. B. Hatz, traveling agt. for the P. B. Mann Commission Co.



of Minneapolis, and Henry DeCamp, of Woonsocket, have purchased the eltrs. of F. D. Morrison at Yankton and Mission Hill. Mr. DeCamp will have entire charge of the business, Mr. Hatz taking no active part. Possession was given June 19.

Monroe, S. D.—C. W. Thompson, of Parker, offered the Monroe Grain & Coal Co. \$4,200 for its plant. The stockholders got in a row over a needed assessment of \$4. per share and he was able to buy 150 of the 226 shares at \$13. apiece. They have decided to stick to farming. He has since sold his 150 shares to Mr. Birks, of Marion Jctn.

## SOUTHEAST.

Atlanta, Ga.—W. S. Dunkin & Co. will remodel their eltr.

Purcellville, Va.—The mills and eltrs. of the John R. Smith Co. burned June 11. Loss partially covered by insurance.

Jacksonville, Fla.—Kingsley McCallum, at one time one of the largest grain and hay brokers in Jacksonville, died June 15.

Chester, N. C.—Col. J. W. Reed, a leading grain broker, was married June 12 in Nashville to Mrs. Nora C. Irby, of Memphis.

Meridian, Miss.—The Neville Milling Co. incorporated, \$30,000 capital stock. Incorporators, G. W. Meyer, S. S. Neville, and others.

Martinsburg, W. Va.—The warehouse used by McCown & Busey for storing grain and hay, burned June 4, with a quantity of grain and several tons of hay. Loss, about \$4,000, with no insurance.

Jacksonville, Fla.—The brokerage firm of C. C. Hunt & Co., consisting of C. C. Hunt and J. B. Easterby, has been dissolved. Mr. Easterby has opened a brokerage business on his own account. M. Summerville, formerly of the firm of Kingsley McCallum & Co., has bot the brokerage business of Renfro Bros. & Kingsland. J. H. McLaurin & Co. will build a 6-story building which they will occupy when completed. The new 8-story building for the Consolidated Grocery Co. has been nearly completed.

## TENNESSEE.

Memphis, Tenn.—John Wade & Son will install an automatic sacking scale.

Memphis, Tenn.—Harsh Bros. & Co. of Nashville have discontinued their Memphis business.

Memphis, Tenn.—The Yates-Donaldson Co. has given an option on its Mississippi ave. milling property for union depot purposes.

Memphis, Tenn.—The Davis & Andrews Co. is adding another 6-bu. automatic weighing machine to take care of increased business at its new eltr.

Clarksville, Tenn.—The Clarksville Warehouse & Eltr. Co., recently incorporated, was organized to run in connection with the Dunlop Milling Co.

Shelbyville, Tenn.—The Dixie Grain Co. incorporated, \$15,000 capital stock, to do a general produce business. Incorporators, W. A. Frost, H. L. Woosley, Thos. N. Greer, Ernest Coldwell and Jos. E. Dixon.

Memphis, Tenn.—Several of the wholesale grocers have purchased for \$150,000

the site of the burned Valley Oil Mills and large warehouses will be built on the site at once.

Memphis, Tenn.—The Patton-Hartfield Co. will install a corn sheller and cleaner, separator, clipper and automatic sacking scale. Electric power will be used. Fred Friedline prepared the plans and specifications. Building will soon begin.

Nashville, Tenn.—J. R. Hale & Son, of Murfreesboro, have purchased 4 or 5 acres of land in West Nashville on the N. C. & St. L. Ry. and will build 2 warehouses on the site, each of which will be 150x300 ft. The grain warehouse will have capacity for 100,000 bus. The other will be used as a cotton warehouse and sidetracks will be built to each warehouse.

## TEXAS.

Leonard, Tex.—Chapman & Miles have succeeded O. H. Black.

Ft. Worth, Tex.—Mugg & Beckham have succeeded Mugg & Dryden.

Galveston, Tex.—The Seaboard Rice Mills will install additional machinery.

El Campo, Tex.—The El Campo Rice Milling Co. will install new machinery.

Greenville, Tex.—The Greenville Mill & Eltr. Co. has increased its capital stock from \$50,000 to \$75,000.

Van Alstyne, Tex.—The Brackett-Wallace Mill & Grain Co. has succeeded the North Texas Mill & Grain Co.

Ft. Worth, Tex.—Dunaway & Kolp is the name of a new firm which has recently entered the grain business at Ft. Worth.

Fifteen members joined the Texas Grain Dealers Assn. at its recent annual meeting, making the total membership 172, the largest on record.

Ft. Worth, Tex.—The Updike Grain Co. incorporated, \$10,000 capital stock. Incorporators, I. Updike, S. B. Updike, S. H. Beaumont, F. P. Lint, S. P. Hinds and B. C. Moore.

Dallas, Tex.—The committees of the Texas Grain Dealers and the Texas Millers Assns. held a meeting June 13 to consider the establishment of a weighing and inspection bureau.

Midlothian, Tex.—R. W. Dillard has sold his grocery business and will hereafter devote his entire time to the grain business. He will put in a new dump and carloader, also a gasoline engine.

Houston, Tex.—The 75,000-bu. steel grain tank for the Standard Milling Co. has been nearly completed. It is divided into 9 separate bins. The company has vacated its old office and moved into the new 2-story office. A corn mill has also been installed.

Prosper, Tex.—H. L. Armstrong was killed and a Mr. Williams injured while putting sheets of steel on the eltr. which is being built for the Lone Star Mill & Eltr. Co. A bolt, by which the cage in which the men were suspended, broke, and they fell a distance of 45 ft.

Plano, Tex.—The steel fire-proof 100,000-bu. eltr. of J. T. Stark & Co. has been completed. It has a handling capacity of 20,000 bus. daily and is equipped with cleaners, clippers and separators. The steel 20,000-bu. eltr. for Hughston Bros. has also been completed. It is equipped with cleaners and power is supplied by a 50-h. p. steam engine.

Lane City, Tex.—The Lane City Rice Milling Co. has installed the Dutch process machinery in its mill, which will be used next season in addition to the American process. With the new machinery the mill will increase its capacity by 1,400 barrels per day. Before installing the machinery the mill will be rebuilt and remodeled thruout.

Beaumont, Tex.—The Kirk-Miller-Josey Grain Co., having completed its new mill and eltr., is now ready to do business. The mill has a capacity of 3,000 barrels of chops and 250 barrels of meal. The eltr. is equipped with a full line of machinery driven by electric motors of 20-h. p. The officers of the new company are Boone Kirk, pres., J. E. Josey, vice-pres., and R. C. Miller, secy-treas.

Beaumont, Tex.—The Neches Mill & Eltr. Co. incorporated, \$35,000 capital stock, to build and operate a rice mill, eltr., etc. Incorporators, T. S. Reed, Stuart R. Smith and Thos. Brown, of Beaumont; J. K. Boland and H. K. Ivans, of New Orleans. H. K. Ivans, representing Boland & Gschwind, of New Orleans, has bid in the plant of the Nederland Rice Milling Co. for \$20,000. The mill will be remodeled and put in operation.

The Texas Millers Assn. rules have been amended and are now in effect as follows, applying to all shipments of wheat to the mills, 59-pound wheat being the basis: Wheat in good condition testing 60 lbs., one cent per bu. above contract price, to be paid by the mill; 61-lb. wheat, 2c above contract price, and 62-lb., 3c above contract price; wheat testing 58 lbs., 1c below contract price; wheat testing 57½ lbs., 2c below contract price; 57 lbs., 3c below contract price; 56½ lbs., 4c below contract price; 56 lbs., 5c below contract price.

## WASHINGTON.

Dayton, Wash.—W. H. Richardson has equipped his eltr. with 2 Hall Non-Chokable Boots.

## WISCONSIN.

Oakfield, Wis.—Geo. Day will remodel his eltr.

Lomira, Wis.—L. Grantman will remodel his eltr.

Wilton, Wis.—Henry Schell has purchased the eltr. of A. J. Dox.

Osceola, Wis.—Chas. Filzen has succeeded Herman Kromrey as grain buyer for the Northern Supply Co.

Ableman, Wis.—Geissler Bros. & Talg contemplate building a 2-story grain warehouse on the Northwestern.

Baldwin, Wis.—The New Richmond Roller Mills Co. has purchased the eltr. and grain business of Peter Jorstad.

The third annual meeting of the Wisconsin Grain Dealers Assn. will be held at Milwaukee, July 20 and 21. An interesting program is being prepared.

Manitowoc, Wis.—It is reported that the eltrs. of the Northern Grain Co. have been visited at night by thieves who have carried away considerable grain in a boat.

Oconto, Wis.—Dennis T. Keefe, who has been assistant of the late Louis J. Rens for some time, has been appointed mgr. of the eltr. of the H. E. McEachron Co. to succeed Mr. Rens.

The Wisconsin Grain Dealers Assn. is obtaining new members and the old ones

are taking a more active interest in the work than ever. The annual meeting which will be held soon promises to be one of the best ever held by the Assn.

Milwaukee, Wis.—P. C. Kamm & Co. have leased the Paine eltr. and installed a feed mill, with a daily capacity of 50 tons. The eltr. has a capacity of 150,000 bus. of grain and warehouse capacity for 200 cars feed. It is equipped with 2 drying machines.

Milwaukee, Wis.—The following have recently been elected members of the Chamber of Commerce: F. J. Gibbins, of Bartlett, Frazier & Carrington; A. J. Bates, Joliet, Ill.; Jas. F. Howard, Milwaukee; Adolph Kempner and Harry L. Mugridge, Chicago.

As stated by Secy. Potter elsewhere in this number, the Senate Committee saw fit to smother the reciprocal demurrage bill after long and tedious consideration. Had the shippers of the state taken a more active interest in the bill it would now be on the statute books instead of in the waste basket.

Superior, Wis.—The following have recently been admitted to membership in the Superior Board of Trade: F. N. Chaffee, of Carrington, N. D., representing the Republic Eltr. Co.; Harry Hill, mgr. of the Republic plant; W. H. Bliss, of the Commander Mill Co.; J. S. McDonald, representing the Minnesota Farmers Exchange.

Superior, Wis.—H. A. Johnson, Samuel Crumpton and W. R. Fanning have been recommended by the directors of the Board of Trade to Governor La Follette for one of the three members of the Wisconsin Grain Commission. E. A. Le Clair has been recommended by the governor of New York, and M. F. Swanson as the member from North Dakota. The salary is \$100 per month.

Mr. Potter, the new secy. of the Wisconsin Grain Dealers Assn., is proving to be a wideawake hustler and dealers throuth the State are outspoken in their praise of the manner he gets into the work. His aggressiveness and apparent insistence upon "doing something" has been manifested in the masterly way he worked for the passage of reciprocal demurrage bill 79A. The measure was defeated thru no fault of his efforts and the members seem to back him up almost to a man, which would seem to prove he is the right man for the work.

#### MILWAUKEE LETTER.

Suit has been brought by the state of Wisconsin against the five largest railroad companies operating within its bounds, the object being to recover taxes on unreported earnings alleged to have been covered by rebates.

The case of Bartlett, Frazier & Carrington against their former bookkeeper, Carl H. Baumann, for alleged embezzlement of funds, has been nollod on the grounds that, while gross negligence in handling accounts was shown, no criminal intent had been proven.

General satisfaction is expressed here at the reported action of the Minneapolis Ch. of Com. in rescinding the membership privilege of Edwards, Woods & Co., whose conduct has been felt to be a severe reflection on the good name of the grain commission trade.

Members of the Milwaukee Ch. of Com. are pleased with the favorable issue of

the Grain Dealers' Nat'l Convention, which turned out rather differently than some expected. It is felt that, with an energetic administration of the Assn's affairs during the coming year, the ground which was lost can be more than recovered.

The Pere Marquette car ferries 15, 17 and 18 have again been placed on regular schedule runs out of this port, their hours of departure being at noon and 11 P. M. daily. Most of the grain, flour and feed shipments now go East by the Buffalo lines, but there is enough traffic of other descriptions to tax the capacity of the car-ferries.

Otto Sickert, of Deutsch & Sickert, and P. P. Donahue, of Chas. Lull's office, have returned from attendance upon the millers' meeting at Kansas City, which they state was a great success. The announcement that the next convention will be held at Milwaukee is hailed with pleasure here, and the grain men will help the millers to make the occasion a notable one.

There is an excellent demand here at present for sound, dry samples of milling wheat, but off-grades continue to drag. Barley, which showed considerable strength for a time, under the influence of active buying by maltsters, is easier again. Rye sells well both to millers and distillers, and small quantities are being taken for Eastern shipment. Corn can be disposed of to the local trade at very favorable prices compared with those obtainable elsewhere. Oats hold steady at quotations. Seeds are also in fair request for this season of the year.

E. P. Bacon, who appeared before the Senate Committee during its recent hearings on Interstate Commerce Law legislation, has issued a small pamphlet embodying his remarks. He states that the arguments of the railroad representatives have been directed against a form of legislation not advocated by any one, inasmuch as it is not proposed to confer the "rate-making power" upon the Commission but only authority to correct unjust or discriminatory rates and practices. Following out this and correlative themes the pamphlet makes very good reading.

The work done, of late, by the Wisconsin Grain Dealers' Ass'n has led one of the prominent commission men of this city to express the hope that its activities will be felt in Milwaukee to a larger extent than heretofore. Whether this same member of the exchange will be willing, however, to lend his personal co-operation to strengthening the influence of the Ass'n is another matter. Most of the local grain men are so busy that they do not feel able to devote much time to anything outside of their own business, and work of a quasi-public character languishes in consequence.—I.

Albert J. Hatch, a broker, has been arrested for violating the new law of New York requiring tax to be paid on transfers of stock. It is a test case.

Whatever there is to bull the wheat market must show itself in July or before. July contracts are some fifteen cents below cash wheat: buy them and hold them till July, and if the prospect is for a further advance stand ready to keep the wheat when it is delivered and get all there is in it: that means what others sacrifice.—E. W. Wagner.

## Meeting of National Hay Association.

Pres. H. G. Morgan sends us the following program of the annual meeting of the Nat'l Hay Assn. at Toledo, O., next month:

TUESDAY MORNING, JULY 18, 1905. 10 A. M. Invocation—Rev. Ernest Bourner Allen. Addresses of Welcome—

On behalf of the State of Ohio, Gov. Myron T. Herrick.

On behalf of the City of Toledo, Mayor R. H. Finch.

On behalf Toledo Produce Exchange, Pres. E. L. Southworth.

Response on behalf of the Assn.—F. F. Collins, Cincinnati.

Reading of minutes of last meeting—Secretary P. E. Goodrich.

Appointment of Committees.

Report of Board of Directors.

Report of Secretary and Treasurer.

AFTERNOON SESSION. 2 P. M.

Report of General Counsel, Mr. John B. Daish.

Address by Honorable Charles E. Townsend, M. C.

Report of Committees.

Report of Committee on Interstate Commerce Law—Mr. E. Vreeland.

Report of Committee on Quotations—Mr. W. G. Bishop.

Report of Committee on Transportation—Mr. F. E. Knowlin.

Report of Committee on Rules for Arbitration—Mr. James W. Sale.

Report of Committee on Grades—Mr. D. L. Leas.

WEDNESDAY MORNING, JULY 19TH, 1905.

9:30 A. M.

Proper Organization—Mr. H. L. Goe-mann.

Report of Special Committee.

Reports of Standing Committees.

Report of Committee on Statistics—Mr. Franklin L. Lewi.

Report of Committee on Legislation—Mr. J. T. Clendenin.

Paper, How to Dispose of the Low Grades—Mr. Edward M. Wasmuth.

Report of Committee on Arbitration—Mr. G. E. Nichols.

Report of Committee on Terminal Facilities—Mr. George S. Bridge.

Report of Committee on Standard Bales—Mr. W. T. Hulscher.

Report of Committee on Cipher Code—Mr. S. T. Beveridge.

Report of Committee on Demurrage—Mr. C. S. Bash.

AFTERNOON SESSION. 2 P. M.

Paper Plain Facts—Mr. A. E. Reynolds.

Retrospection, For the Seaboard—Mr. E. A. Dillenback.

Retrospection, For the Southwest—Mr. D. P. Byrne.

Retrospection, For New England—Mr. W. S. Leavitt.

Retrospection, For the Northwest—Mr. J. A. Tierney.

Retrospection, For the West—Mr. E. A. Clutter.

Reports of State Vice-Presidents.

Appointment Special Committees.

THURSDAY MORNING SESSION, 9:30 A. M.

Reports of Special Committees.

Unfinished Business.

New Business.

Report of Nominating Committee and Election of Officers.

Installation of Officers.

Adjournment.



## The Receiver at 110° in the Shade.

BY IDLER.

The receiver looked worried; more than that, he was plainly exasperated. "Sit down," he said, "I'll talk with you in a minute, but I have a letter to go by the early mail," and, turning to the young woman at his side, he dictated rapidly for a few minutes.

"Sounds a bit fierce, does it? Well, there's a certain idea I want to convey to those people, and it takes some strong talk, but perhaps I'll tone down one or two sentences when I see them written out. Go ahead, Miss Whackem, and let's see how it looks. I want to get that off right away.

"If there's one thing I won't stand," continued the receiver, "it's to have a man accuse me of lying or stealing. Most of the commandments have been badly fractured by this particular 'backslider,' but the two that deal with dishonesty are being pretty strictly kept. Its the one thing I'm proud of. The enormity of those sins was carefully impressed upon me by my good old Methodist mother—originally, I fear, with the aid of her little 'helper' (which was No. 8), and I've grown to have her view of them. Of all things, I do detest a liar, even more than I do a thief, and to have anyone insinuate that I'm either just naturally makes me r'ar up and snort. When I get a letter from a shipper such as the one to which I've just replied, I cut off business relations with him instanter.

"But what worries me is the fact that this is the second letter I have had within a month practically accusing me of dishonesty—both from old shippers. It looks as tho something crooked were going on, and I'm not afraid to bet a hat that I could lay my hands on the party who's responsible. There's a new commission house in this market, and the members of it seem to be pretty decent fellows, themselves, but they've hired Jim Dietz to go on the road for them, and you know what his reputation is. You don't? Well, he's one of those miserable creatures who get business by making other people's customers distrustful of them. He doesn't come right out and say that "So-and-So" are skimming returns or doing something else they ought not to do, but he twists his remarks around so that they point in that direction. Thank the Lord, he's been working the S-W. territory for nearly five years, but the Kansas City concern he was with last took him by the scruff of his neck and kicked him out. I heard they told him that if he ever showed up in that section again in the employ of one of their competitors they'd find means to jail him. So he's come up here to pester us, the low-lived skunk." And the Receiver chewed away savagely for a space at the butt of his unlighted cigar.

"Now here's a firm I've had shipments from for fifteen years or more. I carried them thro the panic times, have made them liberal advances when I found it ticklish work, myself, to get funds from the banks, and have always been extra careful of their interests. They know me well, or ought to, and I tell you it hurts to have them say what they did in that letter.

"What say? probably they wrote on a sudden impulse? Well, perhaps they did. I've heard Phil has got the dyspepsia since his daughter came back from

Smith's Collège and made him 'put on style.' Perhaps he had an extra twinge about the time Dietz came along, and wrote me while he was feeling grouchy. Say, Miss Whackem, you needn't finish that letter. I'll let it go over till tomorrow and dictate another one. I'll just remind Phil of a few things that I'll bet will make him feel like a two-spot in a lone hand.

"I'm glad you came in, young man. It does me good to work off a little steam by telling someone else of my troubles. Drop in again Saturday afternoon, when I have more time to talk, and mebbe I can give you some news.

"Hello, he said, as the boy came in with the mail. Here's another letter from Phil. H'm,—yes,—well, well! I'm glad I didn't rush my letter off. This calls for something different."

## Seeds

Greenfield, O., June 20.—Clover looks fine.—C. C. Norton.

London, June 5.—Still a dribbling demand for clovers, grasses and sainfoin, but the season is practically over—John Picard & Co.

Joseph O. Linton, J. J. Buffington and W. G. Scarlett have been appointed as the clover seed committee of the Baltimore Chamber of Commerce.

The acreage sown to clover this spring is reported by the Dept. of Agri. at 98 per cent of last year's, and the average condition on June 1 was 94.8.

The E. A. Grubbs Grain Co., of Cambridge City, Ind., has erected a seed house 24x130 and equipped it with a power seed cleaner. A gas engine will be installed.

The twenty-third annual convention of the American Seed Trade Assn. was held at Alexandria Bay, N. Y., June 20-21-22. Seed dealers to the number of 160 from all parts of the Union were present.

J. B. Armstrong & Sons, of Shenandoah, Ia., dissolved partnership June 13, J. B. Armstrong, Sr., assuming the settlement of all business to that date. Several plans of reorganization are being considered by Mr. Armstrong, J. B. Armstrong, Jr., and Carl T. Armstrong. Mr. Armstrong has been engaged in the seed business for 24 years and is a pioneer seed corn man.

Seed exports for the 10 months prior to May 1 were 10,589,865 pounds of clover seed, 1,287 bus. of flaxseed, 14,783,507 pounds of timothy seed and other grass seeds, valued at \$271,912; compared with 6,410,843 pounds of clover seed, 758,169 bus. of flaxseed, 12,185,522 pounds of timothy seed and other grass seed, valued at \$284,684, for the corresponding months of the preceding season, as reported by O. P. Austin, chief of the bureau of statistics.

Chicago received during the week ending June 24, 55,300 pounds of timothy seed, 40,000 pounds of clover seed, 5,820 pounds of other grass seed, and 13,120 bus. of flaxseed; compared with 360,100 pounds of timothy seed, 26,000 pounds of clover seed, 158,850 pounds of other grass seed, and 329,104 bus. of flaxseed during the corresponding week of last year. Shipments for the week have been 43,250 pounds of timothy seed, 1,670 pounds of clover seed, 97,139 pounds of other grass seed, and 7,152 bus. of flaxseed; com-

pared with 48,610 pounds of timothy seed, 36,070 pounds of clover seed, 119,590 pounds of other grass seed, and 3,150 bus. of flaxseed during the corresponding week a year ago.

## Supply Trade

This year promises to be a record-breaker in the erection of fire-proof grain storage.—Roller Mill.

The H. W. Caldwell & Son Co., of Chicago, Ill., will make additions to its plant at a cost of \$50,000.

Rosenbaum Brothers, Chicago, will favor readers of the Journal with an artistic grip tag upon receipt of a postal card request.

To advertise doesn't mean to spend a certain amount of money in space or printed matter, excepting that it will prove profitable as a natural result. If

The National Mill Supply Co. has been incorporated at Ft. Wayne, Ind. The capital stock is \$15,000 and the incorporators are Solomon Lehman, Enos W. and Noah M. Lehman.

The St. Cloud Seed & Grain Separator Co. has been incorporated at St. Cloud, Minn. The capital stock is \$25,000; and the officers are J. N. Bensen, pres.; H. J. Folts, secy., and C. L. Atwood, treas.

The Gibson Oat Crusher Co. has been incorporated at Chicago, Ill., to manufacture machinery. The capital stock is \$10,000, and the incorporators are John L. Gibson, Edward D. Green and Robert H. Stoll.

C. A. Foster of Pittsburg, Pa., did not confine the distribution of the neat little pocket mirror to the ladies at the Niagara Falls convention, but presented one to all the grain dealers, for whom he had especially designed the gift.

Many manufacturers are availing themselves of the opportunity under the new trademark law to register marks used only in trade within the United States. To obtain a legal trademark it is not necessary under the new law to allege that the mark is used in commerce with foreign nations or the Indian tribes. A great number of old marks are being registered anew.

The Illinois Central Railroad is hastening the construction of another Hess Pneumatic Grain Drier at New Orleans, for drying export grain. This machine is the No. 8 Hess Drier, having a daily capacity of about 35,000 bus., and is being erected at Eltr. E. Stuyvesant Docks. In connection with the No. 10 Hess Drier at Eltr. D, having a capacity of 50,000 bus. daily, it will be seen that the Illinois Central road has provided unexcelled facilities for handling soft corn. The presence of this new machine and the other Hess Driers already in use in New Orleans has greatly aided the port of New Orleans in increasing its patronage from shippers and buyers of export grain.

The Cotton Exchanges of New Orleans and New York are considering the advisability of putting in a private wire thru Washington to transmit the government reports on cotton.

## ANNUAL MEETING OF

## ILLINOIS GRAIN DEALERS' ASSOCIATION.

The Twelfth Annual Meeting of the Illinois Grain Dealers Assn. was held in the Grand Opera House, Decatur, Ill., June 13—three sessions, morning afternoon and evening.

Pres. Hubbard called the meeting to order at 10:30, and Secy. Beyer took the opportunity to explain that the cause of the delay in calling the meeting to order and the change in the meeting place was the result of the failure of the Coliseum management to provide chairs before the time set for the meeting, as per their agreement.

Pres. Hubbard read the following address:

*President's Address.*

Gentlemen of the Illinois Grain Dealers Assn., in annual convention assembled: I greet you with a hearty welcome, and thank you for the confidence reposed in me.

Your officers have undertaken to conduct your organization upon a high and honorable basis, we have let it be known to the public that we were not an organization, working for selfish or questionable purposes, as may have been suspected by some of our friends, but that we are an organization formed on a solid commercial foundation for the purpose of promoting the commercial and social interests, not only of our members, but of all the citizens of the great and fertile State of Illinois.

During the past year your officers have worked hard and incessantly for the improvement of the inspection of grain in the city of Chicago—the great commercial and speculative grain market of the world. While we were unsuccessful in our effort to secure the passage of a civil service law, by the late Legislature, covering the inspection department of the state, our agitation for same has had a good effect and is bearing good fruit, by stimulating the department to more activity, uniformity and fairness.

We appreciate the awakening of the department, and trust that it will continue along the lines of progress, until the inspection of grain shall no longer be a question involving a very large percentage of guess work, but will be one of certainty based upon scientific principles.

I believe that the inspection department should establish a basis by percentages, stipulating the amount of moisture allowable in the different grades of grain, thereby doing away with guessing at what is No. 2, 3 or 4 on account of the moisture contained therein.

Your President has opposed the admission to our ass'n the organizations commonly known as farmers elevators because they are of a socialistic nature bordering on socialism, organized not for commercial purposes but for the destruction of the independent grain dealers, and as self-preservation is the first law of nature, it is not strange that we look upon the promoters and supporters of such concerns, as not being friends to us.

Your board of directors were unable to see wherein the National Ass'n were doing anything to the benefit of the state ass'n or its members, therefore decided not to pay any dues for the year 1904 and allowed the ass'n to be dropped for the non-payment of dues.

Your President is a very firm advocate of local or branch associations and urges you to attend their meetings, which should be held at least once a month; by doing so you will live longer, have a better opinion of your fellow competitor, and have the red entries on the side of the ledger that will cause you to have a pleasant look. We believe it is necessary to organize to correct evils in the trade, we believe that in union there is strength.

We believe that today our organization is in closer union, thereby stronger than ever in the past. And I predict a bright and prosperous future, and ere long the dealers will seek admission within our fold, not waiting to be solicited to join with us in the promotion of our common interests, and secure the blessings of peace and plenty to ourselves and posterity.

I feel that the fraternal feeling was never better than at the present time. Organization has done for the grain shippers of Illinois that which could not have been accomplished without it. By organization we may hope to manacle selfishness, give precedence to equity, and promote respect for the rights of others. Mutual and reciprocal interests will turn jealousy into forbearance, suspicion into confidence, antagonism into harmony. If organization fails to accomplish its purpose, the blame may be placed upon individual egotistical arrogance—and let upon organization.

The mission of the Illinois Grain Dealers Assn., as we understand it, is to war against irregular, unfair and unjust methods. To form a closer acquaintance, disseminate knowledge of commercial conduct, establish feelings of fairness among its members, so that in their conduct toward each other they will ever bear in mind the Golden rule, "Do unto others, as you would that others do to you." If every dealer would but do this, nine-tenths of our troubles would disappear as the morning vapor from the sun's pleasant rays.

Gentlemen, I am proud of the honor of presiding over a body of men whose integrity in the realm of commerce is not questioned, but stands at the top.

Secy. Beyer read the minutes of the last meeting, which were approved.

J. P. Woolford: I move that the Chair appoint a comite of five on nominations. Seconded and carried.

E. R. Ulrich: I move that the Chair appoint a Comite of three on resolutions. Seconded and carried.

The Pres. appointed the following Comite on Resolutions: E. R. Ulrich, Springfield; E. Beggs, Ashland; L. G. Metcalf, Illiopolis.

The Pres. appointed Comite on Nominations: H. N. Knight, Monticello; J. P. Woolford, Galton; E. C. Boyer, Tampico; C. C. Miles, Peoria; J. N. Hairgrove, Virden.

Pres.: If there is no objection we will take up the Secy.'s report now.

Secy. Beyer read the following report, and in conclusion said: I wish to take this opportunity for thanking the members for the support given me during the past two years. I will not be a candidate for another year, as I have other business which will be more profitable, but I will still be a member of the Assn. and will continue to support it and give it all the assistance I can. (Applause.)

*Secretary's Report.*

We have gathered here to-day, to take part in the twelfth annual meeting of our assn. The past year has been a very prosperous one for the majority of our members, and for our ass'n also. One year ago we had 621 members, to-day we have 708. Nine receivers have withdrawn in the past year, and 62 country dealers have sold out, so that we have to-day 550 of the members we had a year ago, and 158 have been added.

Quite a few of our members are in arrears for dues. This should not be in the amount paid for dues is so small, it is not worth mentioning, when we take into consideration the benefits we derive from ass'n work. Fifteen years ago

the average business life of a grain dealer was three years. To-day a failure of a grain dealer is a very uncommon occurrence.

Since Jan. 2nd, 1905, by the assistance of our Traveling Representative, S. W. Strong, we have secured quite a few new members, and reinstated a number of old ones. Our state is so large, and contains so many railroads, and elevators, that it is impossible for one man to take care of the business of the ass'n, organize new territory, and do it right. But two men working in harmony, and on the same systematic plan that Mr. Strong and I have followed since Jan. 2nd, should be able to call on all the dealers in the state in next year, and get ninety per cent of them to join. We have made a systematic canvas of the different counties in which we found time to work, and in several instances succeeded in getting every dealer in the county to join. After canvassing certain territory, meetings were called at some central point. Local Ass'ns formed, local matters discussed, and adjusted. No dealer who is not a member of the State Ass'n, should be allowed to be a member of a Local Ass'n.

-Our plan of organizing local ass'ns has been to have them conducted without any expense whatever, except the amount paid for dues and membership fees to the State Ass'n. In most instances I have sent out the notices for local meetings from my office, and called them whenever necessary; this keeps me in touch with the different local ass'ns, and better enables us to what is going on throughout the state. The state is better organized to-day than ever before, and if the work is continued along these same lines for another year, our ass'n will be strong enough to command the respect of our Lawmakers and of all the receivers in all terminal markets.

ARBITRATION: During the past year we have had nine cases for arbitration, and a number of differences have been settled by me, without bringing them before the Arbitration Committee. I still find a few dealers, both Shippers and Receivers, who refuse to arbitrate their differences. The time has arrived when we should refuse to do business with an individual, or firm, that will not submit their differences for arbitration, or abide by the decision of the Arbitration Committee.

LEGISLATION: Our Ass'n was quite active at Springfield during the recent session of the Legislature, and we were in a measure successful in our efforts. With the assistance of the Chicago Board of Trade, and the Merchants' Exchange of St. Louis, we succeeded in killing the proposed Weighing Bill, a very obnoxious measure, introduced for the purpose of giving the State control of the weighing of grain in this state, and which would have abolished the excellent weighing department established in Chicago by Mr. Boss, which department is a criterion for all other markets, and although shortages will occur in all markets, no matter who does the weighing, they have been reduced to a minimum in Chicago.

Great improvement has also been made in the Weighing Department of the Merchants Exchange of St. Louis, and I am sure that we would get better service in East St. Louis, if we could induce the State to withdraw its weighmen, and allow the weighing to be supervised by the Weighing Department of the Merchants Exchange of St. Louis. I believe that the Board of Trade or Exchange in which our grain is sold should be responsible for the weights, as it is by their reputation for good weights, and square dealing, that they expect to draw our trade.

The Certificates issued by the Merchants Exchange Weighing Department of St. Louis show the actual weight of the contents of the car, and there is no dockage, or tare taken, while in East St. Louis a Tare is allowed of 100 pounds on cars weighing 40,000 pounds or over, and 50 pounds on cars weighing under 40,000 pounds.

I wish to take this opportunity to thank the Committee of the Chicago Board of Trade, for standing by us in our fight against this weighing bill, even after it had been intimated to them that the bill might be changed so as not to include Chicago, they stood Pat with us, and demanded that the bill be killed.

Our Legislative Committee was active in the cause of Civil Service, but as



nothing but the Charitable Institutions was embraced the bill that was finally passed, it does not appear that we accomplished very much. This is a mistake, as the attention of Governor Deane, Mr. W. S. Cowen, the Chief Grain Inspector, and the Railroad and Warehouse Commissioners, has been called to the necessity of some improvement in the methods of inspecting grain, and they are working along these lines at the present time. I feel very confident that the work of the Inspection Department will soon be as efficient as honest service can make it. The Governor has expressed himself very plainly on this matter, and I believe that in the appointment of Mr. Cowen he has selected a man that will do his level best to give us good service, and honest inspection. I would urge the grain dealers of Illinois to cultivate a closer acquaintance with the Chief Inspector, and the Inspection Department, and if you think you are not getting fair treatment, write him, or call on him, and I am sure he will make every effort possible to see that you receive a square deal. Our experience during the recent session of the Legislature should show the dealers the necessity of organization, if for no other purpose than that of watching legislation, and before the next session every dealer in the state should be a member of our ass'n, if this can be accomplished, we can go before the House and Senate, and get any legislation that is right and just.

About one year ago a meeting was called in Chicago by The Illinois Manufacturers Ass'n. At this meeting there were about 100 shipping organizations represented, ours being among the number, and an organization called the American Shippers Ass'n was formed, whose object was the defeating of the Uniform Bill of Lading. We have contributed toward the expense of having this organization maintain its Representatives at Washington for the purpose mentioned.

**NATIONAL ASSOCIATION:** Our President, and Directors, have seen fit in the past year to withdraw from the National Ass'n, and considerable has been said by the Grain Dealers in Illinois and neighboring states in regard to the matter, and also about what I said before the Credentials Committee at the National Convention in Milwaukee about one year ago.

At our annual meeting one year ago, a motion was made, seconded, and carried, that the Bill of the National Ass'n for last years dues be paid. At the Convention in Milwaukee I was asked, while before the Credentials Committee, if our Ass'n had the money, and would pay the dues that had been voted on at our annual meeting in Decatur. I said certainly, and that it was only a question of our President, Mr. Hubbard, and myself getting together, and drawing an order for the amount voted on; this was done later on, and we paid the National Ass'n \$148.50, the amount called for by the motion.

It was said that I had promised at Milwaukee, that our Ass'n would pay the current years dues, but this is not correct, as I was perfectly familiar with the motion as made in Decatur, and had no authority to say this, and I am positively certain that I did not say so. It looked like a very strange, and inconsistent proceeding for an organization that advocated the arbitration of differences, to sue a kindred organization, and not take steps to arbitrate the matter.

The suit has, however, been withdrawn by the National Ass'n, and it has extended the olive branch of peace. I hope it will be accepted, that our differences may be adjusted today, and that we will continue to affiliate with the National Ass'n, on a basis that will be satisfactory to both ass'ns. There is need, and room, for a National Ass'n of Grain Dealers.

## Financial Report.

**RECEIPTS:** Cash on hand June 15th, 1904, \$396.05; Dues collected to June 15th, 1905, \$4,319.74; Membership fees collected, \$790.00; Arbitration fees collected, \$147.00; Adds in Directory, \$311.00; Rebate on Mileage, \$188.79; Total receipts and balance, \$6,152.58; Disbursements, \$5,488.06; Cash on hand, \$664.52.

**EXPENDITURES:** Office supplies, \$99.52; Stationery and postage, \$887.05; Traveling expenses, \$938.51; Stenogra-

pher, \$248.50; Secretary, \$1,500.00; Telephone and telegrams, \$53.36; Directors Meetings, \$50.76; Rent, \$90.52; Janitor, \$5.25; Merchants exchange dues, \$12.00; Light, \$4.50; Express charges, \$19.86; Mr. T. Ryan, Traveling Rep., \$218.75; Mr. S. W. Strong, Traveling Rep., \$986.58; Dues to National Ass'n, \$148.50; Arbitration Com., \$111.35; Refund on Arbitration, \$23.00; American Shippers Ass'n, \$25.00; Legislative Committee, \$58.05; Total, \$5,488.06.

The Secy.'s report was accepted and placed on file.

A. G. Tyng, Peoria: There is no time provided on the program for special business. I would like to know if it can be taken up now.

The Pres. ruled that any motion the gentleman desired to make would be in order, and Mr. Tyng made the following motion:

Inasmuch as the Illinois Grain Dealers Assn. meeting has been held in Decatur for several years, in order to be nearer the western part of the state, I move that the next annual meeting be held in Peoria.

J. Hadyc: I move as amendment that we make it Chicago, where we will take you among the bulls and the bears and the breweries.

Mr. Tyng: We tried holding the meeting in Chicago once, but on account of that city's many outside attractions were unable to get half of the dealers into the meeting.

C. C. Miles: The attendance here from dealers west of Peoria is very small. Those dealers do not seem to be in touch with the work done by the Illinois Assn. I believe that if we decide to hold the next annual meeting in Peoria and the right kind of work is done in the territory near the river, you will have the largest meeting you ever had.

E. C. Boyer: If the next meeting is held in Peoria I believe I can guarantee 25 dealers will be there who are not here today.

E. M. Wayne: I move that we postpone action until after dinner. Carried.

L. G. Metcalf: I move that we adjourn until 1:30 p. m. Carried.

## Afternoon Session.

At 1:30 Pres. Hubbard called the afternoon session to order.

Pres.: We will now vote on the amendment to hold the meeting of the Assn. in Chicago next year. The amendment was voted on and lost.

Pres.: We will now vote on the original motion to hold the next meeting in Peoria. The motion carried almost unanimously.

Prof. E. M. East, of the Agricultural Station at Urbana, read a paper on Grain Improvement and Corn Breeding, using charts containing figures showing the results of experiments conducted during the last eight years in breeding grains.

H. A. Foss, Chief Weighmaster, Chicago, read a paper on Weights in Chicago, and J. A. Schmitz made a practical demonstration of scale testing, using the miniature track scale and car exhibited by the Department at other meetings of grain dealers.

Question: Can we depend on a test of a grain scale where a single 50-lb. test weight is used?

J. A. Schmitz: A single 50-lb. weight is hardly sufficient in an ordinary scale test. I would advise using at least 1,000 lbs. weight on a 4-ton wagon scale. A 50-lb. weight is not enuf; the variation would be so slight you would not be able to detect it, but it would make a big difference when the scale was weighing at its full capacity.

Question: Is the marked tare of the car accepted as the correct tare in the weight of a car of grain?

H. A. Foss: Sometimes the marked tare does agree with the actual tare of the car, but the marked tare is never accepted until the car itself is weighed. The car commences to shrink as soon as it leaves the shop and continues to shrink for about a year.

G. Dunaway: Does some one of your assistants always handle the hopper scales?

H. A. Foss: We do not handle them.



S. W. Strong. H. I. Baldwin. Geo. C. Dunaway. J. E. Collins.  
E. Roberts. G. H. Hubbard. E. Beggs.

We supervise the handling. We always have a man there and never issue a certificate unless we do. If a car was opened by the elevator company, we would not issue a certificate of weight unless we knew the weight.

W. Scott Cowen, Chief Grn. Insp., Chicago, read a paper, from which we take the following:

### State Grain Inspection.

Going back to 1860, we find that in those early days a grain business had already been established in Chicago and that the elevators represented a chain with seven or eight links. This chain grew from year to year and as the number of elevators increased so did the grain business.

The inspection of grain was conducted according to the rules and regulations of the Chicago Board of Trade and under the supervision of the Board of Directors and the Sampling Committee. This Committee was composed of members of the Board of Directors and the Chairman of this Committee was the power behind the throne, as is the case today in almost every city where Board of Trade inspection prevails. The appointment of inspectors and inspectors was made from time to time upon the recommendation of the most influential men connected with the trade, and as these men of importance in turn appeared and disappeared, so did the men appointed through their influence, and places were made for other men. In the early days, before State inspection was established, the inspector was always under personal obligations to some one or two members of this Committee. This is absolutely true of almost every city today which has a private exchange.

I do not wish to mention names, but soon a man became influential and "could carry his county" so to speak, as we do today, he could get anything he wanted and his business developed with a rapidity that made his fellow members hold caucuses and conventions to displace him from the Committee. In one particular case, in the early days, before State inspection was established at Chicago, the Chairman of the Sampling Committee had his card printed so that it could be filled out as to "GRADE WANTED." It was put in a conspicuous place, where the inspector must see it when he inspected the grain. Then this politician of the early school passed the word out into the country that he was the leader and it would pay well to consign grain to him.

These personal privileges became more and more abused and dissatisfaction developed into a demand for disinterested service.

While this agitation was going on for years in the inspection department, another and far more serious matter was holding the attention of the banks and financial men. The warehouse receipt was a suspicious document; not only from an inspection standpoint, but from the fact that it was necessary to watch the bin the grain was stored in. Along in the last years of Exchange Inspection and weighing it was found that the Northwestern Elevator was entirely empty and outstanding receipts called for approximately 450,000 bus. of 2 Spring Wheat. It was a case of "Milwaukee Bank," the examiner had been there only a week before and found the top of the bins overflowing with the choicest quality of 2 Spring Wheat, but the milk in the cocoanut and the hair thereon, was a hopper a few inches deep at the top of all of the bins.

Now, gentlemen, when you talk of reform today as compared with the yesterday of private inspection and weighing you must go back to feel the jar which made the Board of Trade, banks and business men of the city of Chicago arise as one man and demand of the State of Illinois something never thought of by this, or any other state, they would have and did have a law passed making State Inspection of Grain in the great and always leading State of Illinois.

Gentlemen, I have told you where we came from and why we are here, now the question before us is, what is the matter? What seems to be wrong? The only way to find what we are looking for is to review our work of thirty odd years.

I was not there at the time the department was established, but I can conceive of but one plan to be followed by any set of men going into a new business, knowing absolutely nothing about the work and that one idea was to give the very best start to the new law. They looked about for the best material to build up this vast business and they found good men and good, disinterested judges of grain. Today at the head of the supervising inspection department stands a man who for thirty-two years has faithfully and fearlessly fought for just rights to one and all, regardless of politics, politicians or Leiter and Phillips corners. In these corners year after year, efforts have been made with tempting bait, and then again by misrepresentation to high state officials to influence Mr. Smillie in his thoughts and action in one direction, and he stands there today in his capacity of Supervising Inspector, doing his honest duty. He is supported in his department by two assistants of the old school.

I pass along to the second assistants or track inspectors, but have not the time to take man for man and name individuals. They are all competent and honest men and their average time of service with the department is fifteen and one-half years. Next we go to the third assistants or the elevator inspectors; they average six years. I will not go fully into the time of service of the helpers because changes are more frequent, both by our request and at their own pleasure, but suffice it to say that the salary of a helper is only \$70.00 a month, that the job is laborious and dirty and, unless the helper is interested in his future, he rarely stays long in the business. Those who stay and study grain inspection have before them an examination which consists of twenty-four bottles containing the various grades of the different cereals and they must pass 75 per cent of these grades to become eligible to an inspectorship. After they have demonstrated some judgment and a vacancy occurs, the man averaging the best is considered for advancement to Third Assistant and his work will be on grain which has been previously inspected by an inspector ranking higher than he. When a vacancy occurs among the second assistants,

the best man is selected from the third assistants and when a vacancy occurs in the Supervising Inspection Department this same rule applies. This is our Merit System, and it has been followed during the thirty-four years of our existence, and has never to my knowledge been abused.

The Chief Inspector must give a bond of \$50,000, and the Inspector a bond of \$5,000 to the Railroad & Warehouse Commissioners for the faithful performance of their duties. These are the men who place a value on your grain and are acting in Cook county as your cashiers.

I would now like to take you to the car where the start is made. The Inspector has his track book and his pencil and his helpers have the proper tools. He is directed to the grain yard and there by certain marks put upon the cars by the railroad authorities he finds the grain to be inspected. He has no knowledge of the shipper nor from where it was shipped and does not in any case know to whom the grain is consigned. It is his business to open the car and put a value on your grain and he must exercise his best judgment according to the rules governing the inspection. These rules are made by the Railroad & Warehouse Commissioners at the suggestions and upon the recommendations of the grain trade.

Your car is inspected and following the inspector, the receiver's agent takes a sample of the grain and delivers it to the consignee on 'Change. These receivers' agents are privileged by the Chicago Board of Trade and paid by the Trade, and at present are not a part of our department.

The next question is the sale of the car and we find the commission man with his sample and grade and Mr. Smillie, our supervising inspector, on the floor of the Exchange ready to counsel with him as to the justice of the inspection. He is there to accept for re-inspection any grain not properly inspected according to his judgment after examining the sample brought to him by the receiver's agent; but, as I stated before, these samples are not "official samples," but in any event he will, on request, have the car ordered re-inspected and sends either Mr. Smith or Mr. Kendall direct to the car to personally review the work of the Second



Secy. S. W. Strong, Pontiac, Ill.



Assistant. They will change the inspection if the inspector has made an error of judgment. This is done gratis. From that re-inspection you can, by depositing \$5.00 per car, call the Appeals Committee, and if the grade is sustained you forfeit your \$5.00. When the grade is changed you receive your money back. That is the court of highest resort.

Now, if you will give me your close attention, I will show you how by your co-operation with the department in the future you can save many a dollar which in the past has been classed "Scalping Money." Our inspectors are not infallible and our supervising inspectors do not see 10 per cent of the samples. You have or should have a copy of our book of Grades of Grain which contains the rules governing the inspection at Chicago. The phraseology applying to the various grades is not hard to understand, so if you figure by your judgment that you have shipped a car of 3 corn and it should grade 4 corn, it is your privilege and duty to write or wire immediately to me at Chicago to investigate by re-inspection, and I will always consider it a personal pleasure to receive this immediate protest in place of receiving letters weeks or months after in a roundabout way from high state officials and from the secretaries of the National and State Grain Dealers Ass'ns.

I have seen much criticism on the department in the papers, but a very surprising thing is I do not receive an average of one letter a week complaining of faulty inspection and I do not receive more than one or two in the course of a year that reach me in time to correct any improper inspection. Only last week a communication was forwarded to me by the Governor which censured the department on the inspection of a car of grain in January, 1905.

I come now to the place where you say it is not the same forward as backward, that the in and out inspection is different. You hear that grain goes into an elevator on one side as 3 or 4 corn and comes out on the other as 2 corn and I am here to-day to call you to task on that point. You must share the blame, for you do not give the loading of grain at country points the personal attention that was given in years past and I realize that to a certain extent you have been forced into a new policy by the consolidated railroad interests and that these powerful railroads have made at terminal points powerful elevator interests which in turn have persuaded you by the use of special rates given them to sell your grain on track at your station as 3 corn or better and they then hurry you along by the Car Service Ass'n, which they own and operate. Therefore, it has become necessary for you to load your grain quickly, but you

have instructions to load to the roof, and this imposition often forces you to put grain of one value on top of grain of a greater value and loaded in this way our inspector can only reach the top or poorest quality and according to the rules his inspection is based on the poorest quality therein contained.

You naturally remember the most expensive end of the transaction and the more you think of it the less importance will be given to the several loads of low grade grain put on top or in any particular place in the car. This chain of elevators is a new fangle. It was you and one elevator years ago, and it is now you and several foremen attending to your business and the foreman's report is accepted while the state inspection is questioned in most cases. The statement relative to grain going in on one side of the elevator as one grade and coming out a grade or two higher is absolutely correct, and you can do the same thing with grain going into and coming out of your country elevators.

The Chicago elevator interests have the most modern machinery and high-priced experienced men to operate them and they route every car of grain through these elevators. They go out on the receiving tracks and pass judgment as to what it is possible to do with this and that car of grain before it enters the house, and then they have machines where from one spout will come 3 corn, from another light weight kernels of 4 corn and another large uniform kernels of 2 corn, while the goat food composed of tin cans, old shoes, and brick bats will come from another spout and these divisions can come out of one car, and then for their aid and guidance they have a chemist to ascertain the percentage of moisture contained in the corn. When necessary they pass the corn through modern dryers where the cold or hot blasts reduce the corn to condition under which it can pass as 2 corn according to all points of the rules. Is it not reasonable to assume that more corn leaves Chicago as two than arrives? You can lesson this percentage by doing something yourself. Do it with machinery, for you will fail continually if you persist in trying to do it with talk.

I had a grain man from Iowa last week tell me that he knew if he would go into his elevator personally, he could make a five-dollar bill any day.

Now, gentlemen, a word more on our license to remain. I am convinced that our inspectors make mistakes, especially in winter, and taking all points into consideration you and I can hardly expect a human being to operate through rain, snow, and ice and not make mistakes. Believing that much scalping is

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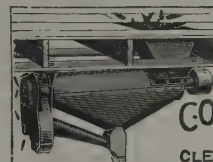
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Some of the Shippers at Decatur, June 13.

done to your detriment on these mistakes. I have outlined a New Department of Sampling which Mr. Clark of the Grain Dealers Journal has kindly given wide circulation and which I would like you to read carefully. I believe I can, with the aid of four expert inspectors, review the work of all of our inspectors, and as this will be done in a light, warm room, calculated for the purpose we can locate errors and act quickly on re-inspection regardless of the receiver. It will take a corps of men to get these samples and it is an expensive undertaking.

In my paper to the Railroad and Warehouse Commissioners and the Grain Trade of the Middle West which I referred to, you will see that the probable cost of this new department will be between \$20,000 and \$30,000 a year, and as our surplus is not sufficient to maintain it, we will be compelled to increase the fee in inspection from 35 to 50 cts. per car, but after we have successfully launched this department we expect to continually delivering our official sample to the consignee, to do away with the receiver's agent and that can be done by the Board of Trade. If they discontinue this receiver's agent and pay to the department from 15 to 20 cts. per car which they are now paying to them as individuals we can then reduce the inspection fee possibly to 25.

In conclusion I wish to reiterate two points, emphasizing them as strongly as possible. The first is on preparing your grain for shipment. If possible, personally see that the damaged ears are thrown aside when you are shelling your corn, look well to the color line and the uniformity of the corn and then above all, clean it well. Do not load your cars so that the inspector can see only the admixture of cinders, stones, dirt and grain which reached the ground as you tried to force shovelful after shovelful into the car and which is the last to be put in before you nail the last board up to the roof.

The other point which I want to impress on your mind is to do business with me.

E. H. Culver: I do not know where the gentleman from Chicago got his information regarding private inspection, but I want to say that the inspection certificates issued by the Toledo Inspection Department, where the inspectors are appointed by the Produce Exchange, are just as good and just as broad and as equitable as those issued by any other department.

The Comite on Resolutions presented the following resolutions:

### Resolutions.

Be it resolved, that the members of this Assn. extend to our present Executive, Governor Chas. S. Deneen, a vote of thanks for the interest he has manifested in matters pertaining to the interests of the grain trade.

Also, that a vote of thanks be extended to our present officers for the able manner, and untiring efforts, put forth in the successful management of our Assn.

WHEREAS, During the last session of The General Assembly of the State of Illinois, a bill was introduced giving the State control of the Weighing of Grain at the terminal points, and fixing a penalty for the issuing of Weight Certificates by the different Grain Exchanges, and prohibiting their supervising of the weighing, and

WHEREAS, the positive position taken not only by the Grain Dealers of this State, but by the entire trade tributary to the markets of Illinois, demonstrated that there is absolutely no demand for such legislation on the part of the grain dealers, and that the entire grain trade favored the supervision of weights by the various commercial exchanges, therefore, be it

Resolved, that the Illinois Grain Dealers Assn. in convention assembled, on June 13th, 1905, hereby commend the efforts of the different Grain Exchanges, in the betterment of their system of arriving at true and accurate weights, and efficient service, and most emphatically protest against any legislation, compromise, or agreement, whereby the supervision of weighing of grain in the State of Illinois shall be taken from the Ex-

changes now most satisfactorily performing that service.

Lee, G. Metcalf,  
E. R. Ulrich,  
Edwin Beggs,  
Committee.

Both of the resolutions were adopted. Secy. Beyer announced that St. Louis' Supervising Inspector and others from St. Louis would like to see the dealers at the rear of the hall upon their passing out.

Jas. H. Warren, Supervisor of Weighing, St. Louis, read the same paper as at the meeting of the Iowa dealers at Des Moines, which was published in the May 25th number of this Journal.

Secy. Beyer read the following report for the Comite on Nominations:

Your Comite on Nominations beg leave to report and recommend the following nominations: For Pres., G. H. Hubbard, Mt. Pulaski; V. P., E. M. Wayne, Delavan; Treas., H. I. Baldwin, Decatur. Board of Directors: E. Roberts, Peoria; E. Beggs, Ashland; G. C. Dunaway, Utica, for 1 yr.; G. A. De Long, Foolsland; W. M. Webster, Poplar Grove; E. C. Boyer, Tampico, and C. Collins, Garrett, for 2 yrs.

The report of the Comite on Nominations was unanimously adopted.

Secy. Beyer read the Treas.'s report, showing a cash balance on hand of \$664.52. The report was accepted.

The meeting adjourned to meet at 8 p. m.

### Evening Session.

Pres. Hubbard called the meeting to order at 8 o'clock. There was only a small number of the dealers in attendance at this session. The Pres. announced the opening of Dreamland Park, at which a special vaudeville had been arranged for the dealers to be given after the adjournment of the meeting.

H. L. Goemann, of Toledo, Temporary Secy. of the Grain Dealers Nat'l Assn., was introduced and spoke as follows:

I presume you would like to hear something of why I am here and the reasons therefor. At the meeting at Niagara Falls, Illinois Assn. was not represented and it was with regret that we had to announce its absence.

The Nat'l Assn. has been running along in a sort of hap-hazard manner, probably from a lack of financial or other support. I thought that the only solution of the tangle was in the plan of individual memberships, but others considered that the present affiliated plan was the only way in which we could succeed, and so we decided to continue on that basis, and we felt that if we came here and told you about what we were trying to do, you would reconsider and come with us.

Now, the question is, What is the National doing for us? Now, it is almost impossible to try to show you every benefit that you will get from the National organization.

Take this Uniform B-L. Had not the organizations which fought this measure been organized and strong, and in a position to attack this B-L at once it would have gone thru and we would all have been suffering from it. In the first place this bill was not negotiable and you had to sign a contract with certain conditions attached governed by the rate you would be willing to pay. The consequence would be we would all take the cheap rate and the men in the terminal markets would have no protection in case of loss or damage. They would have no recourse to the railroads and would therefore have to look back to the shipper. The little shipper would be the sufferer. He would not be able to get his draft paid promptly, as it would not be safe for the commission man to pay it until the arrival of the grain. The little shipper has received the benefit of the fight against this B-L, not the big man who ships a 1000, or 100 or 50 cars a week. So there is an illustration of where you small shippers have had the direct benefits of affiliation with the National. We can't say that the National Grain Dealers Assn. has done all of it, but it was one of the organizations that helped to prevent the adoption of this B-L.

Then in the matter of terminal market abuses. The Assns. can't do any good unless you have them ready to act when the crisis comes. The organization is for the mutual benefit of all the members of the trade and the organizers of it are men who do not expect to get anything out of it.

Regarding the action of the Iowa Assn., at their last meeting in withdrawing from the Nat'l., that was largely on account of the previous action of this assn., and I have a letter from Mr. Lockwood of Des Moines in which he states: "There is no question in mind that when the National Assn. becomes reorganized that the Iowa Assn. will again join with you."

There is also great benefit to be derived from the National having trade rules which are uniform for all the states. The several states might have



Part of the St. Louis Delegation.



rules applicable to their own needs but by having a set of rules national in scope you have something to go by in adjusting differences and correcting abuses at terminal markets. Whenever you desire to be heard at a terminal market you can readily understand how it will increase the weight of your demands or suggestions by being backed up by the National Assn.

There has been some dissatisfaction, I presume, with our old Secy., but he is out and has gone back to his grain business in Iowa. We have no Secy. now. I have taken the position temporarily until the proper man can be found to devote his time to the work.

All that you are required to pay to the National is \$1 per year per member. The manufacturers assns. pay \$50 additional per year per member to their Natnl. organization. A National Assn. means more to you than the little benefits you get in your every-day life. It is the fact that it is there ready to respond when the occasion arises and to give you results.

We want you gentlemen to think of it. Come with us and help us and we in turn will try to help you.

A. G. Tyng: I move that the matter relating to the Illinois Assn. and the National Assn. be referred to the Directors with power to act. Seconded and carried.

C. A. Burks: Inasmuch as the National Assn. appointed a comite of three to interview the Illinois Assn. and likewise gave them power to consider or arbitrate, could it not be possible while this comite is present that these matters could be gone over in a friendly, business-like manner while the convention is in session or after it has adjourned?

H. L. Goemann: One thing I forgot to mention, and that is that the suit against this assn. has been withdrawn. (Applause.)

Pres.: In reply to Mr. Burks will say that that proposition is now with the directors, and if these three gentlemen desire to consult with the directors I presume they may do so.

A. G. Tyng read the following paper:

## Peoria.

Peoria is the only large market in the United States which exists in a town of moderate size. Many of you do not know how large a market it is, but this is due to our modesty, which I will waive for a short time.

During the year ending Jan. 1st, 1905, Peoria received more corn than any market in the United States, excepting Chicago, receiving over one million more than St. Louis, four millions more than New York, more than Baltimore and Philadelphia combined, and four and a half times as much as New Orleans. This may seem surprising to you, but I have quoted actual figures.

We have continued shipments of the lower grades of corn to Peoria from Chicago, which sometimes amounts to hundreds of cars per month. We have frequent shipments from St. Louis, Kansas City and all other Missouri points, and occasional shipments from points all through the South, having many cars from Cairo, Evansville, Henderson and Memphis. This shows that Peoria has been and is now a source of benefit to other markets, in enabling them to handle grain which has been shipped to them and, of course, much more of a benefit to parties who get the lower grades of corn there direct. Various advices from shippers in the West and buyers in the East show the remarkable condition that the Peoria inspection is more liberal on grain arriving than Chicago, while Eastern buyers claim the quality of our graded grain loaded for shipment is more satisfactory. This condition is accomplished by a uniform standard for the inspection of grain on track and for shipment.

In addition to being the best consumptive market for low grades of corn, Peoria is one of the large distributing points of the West on grain suitable for shipment. Prices there as a rule compare very favorably with other markets and for the Central Illinois territory, its location makes it a very desirable point to which shipments should be made.

Upon motion of W. M. Hirschky the convention adjourned.

After adjournment of the evening session some of the dealers, including the Pres., visited Dreamland, a place of amusement about 10 minutes' ride from the city. Here the boys enjoyed themselves riding on the Figure 8, the Merry-go-round and visiting "side-shows," of which there were several. The round of pleasure was concluded by a good vaudeville, prepared especially for the visiting grain men, as announced by the Pres. at the meeting.

## Convention Notes.

The Decatur dealers showed their interest in the meeting by their attendance. The Grain Dealers Mutual Fire Ins.



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Restless Roosters from Chicago (see them move):

Co. was represented by C. A. McCotter and J. J. Fitzgerald.

Nevertheless cots were at a premium. Decatur needs another good hotel.

The attendance of shippers was light; in fact, they were in a minority.

W. Scott Cowen, Chief Insp., G. B. Powell and J. F. Kendall represented the State Grain Insp. Dept.

The manufacturing fraternity was represented by E. M. Hybarger, Progressive Mfg. Co., and F. J. Temple, Union Iron Works.

The following Hoosiers were in attendance: A. E. Hartley, Goodland; W. B. Foresman and A. E. Reynolds, Crawfordsville.

Everyone wore a souvenir celluloid grip tag with the compliments of Rosenbaum Bros.

When the dealers assembled at the Coliseum they could obtain nothing but standing room, so they adjourned to the Opera House.

H. H. Hughes, of the Hughes Warehouse & Eltr. Co., Nashville, and C. D. Jones, of Williams & Fitz-Hugh Co., Memphis, brought cheer to the meeting from sunny Tennessee.

The Indianapolis firms represented were Robert Bell, Wm. S. Gilbreath Seed Co., by W. S. Gilbreath, and Indianapolis Grain Co., by F. M. Murphy and W. H. Howard.

The following stalwarts came from Peoria and captured the meeting for next year: F. Hall, of Frank Hall & Co.; C. C. Miles, of P. B. & C. C. Miles; Louis Mueller; E. Roberts; A. G. Tyng, of Tyng, Hall & Co.

The St. Louis delegation consisted of J. J. Connor, Connor Bros. & Co.; E. F. Daly; C. W. McClellan; W. A. Miller; R. Nelson; J. D. Parrott; W. W. Powell; H. H. Savage, Waggoner Grain Co.; Louis Weinberg, and J. H. Warren, Supervisor of Weights.

Geo. Beyer received a very alluring notice of a large legacy from a dear deceased relative in Germany. If you do not insist upon an explanation he will stand treat.

Eastern markets were represented as follows: A. C. Gale, Gale Bros. Co.; E. Fitzgerald; C. E. Nippert, of the Union Grain & Hay Co.; S. R. Mitchell, of the Metzger-Hill Co., Cincinnati; C. C. Chamberlin, L. S. Churchill and J. W. Young, the United Grain Co.; H. Goemann, Goemann Gr. Co.; Fred Mayer, J. F. Zahm & Co., E. L. Southworth, E. H. Culver, Chief Grain Insp., Toledo; W. T. Selden, Richmond, Va.

Whist counters were distributed by H. I. Baldwin, and Wm. Gilbreath, of the Wm. S. Gilbreath Seed Co., gave every one the card he called for from his red clover deck.

Chicago was represented as follows: Bartlett, Frazier & Carrington, by C. P. Cline; Crighton & Co., by James Hayde; Sam Finney, by W. M. Christie and John H. Herron; Gerstenberg & Co., by C. H. Witthoeft and wife; H. Hemmelgarn & Co., by W. M. Hirschy and Oscar White; J. F. Howard; Hulburd, Warren & Chandler, by O. T. Hulburd; Gordon Hannah; H. H. Newell; Rosenbaum Bros., by F. D. Stevers and J. G. Woodman; J. Rosenbaum Grain Co., by H. P. Beattie; Rumsey & Co., by H. A. Rumsey, F. M. Bunch and A. W. Lloyd; B. F. Traxler; A. E. Woods. H. A. Foss, A. E. Schuyler and J. A. Schmitz represented the Weighing Dept.

S. W. Strong, the new Secy., has arrived at years of discretion, having lived in Pontiac, Ill., since 1882. He has been traveling for the Assn. since Jan. 1. From 1879-81 he was engaged in the grain business at Dwight, Ill., doing business as Strong & Co. For three yrs. he was in the grain business at St. Mary's, Kan. For several years past Mr. Strong has been actively engaged in politics and has had successful experience in organizing and raising funds, and during his connection with the Assn. as traveling representative, since Jan. 1, has made good use of this experience. He was connected with the Pontiac Reformatory in an official way for a number of years, but refused to assist His Excellency, ex-Governor Yates in the raising of a slush fund.

The following Illinois dealers were in attendance: T. Abrams, Tuscola; J. T. Adkins, Prentice; H. Allen, Broadlands; R. B. Andrews, Macon; P. E. Ballett, Edinburg; G. F. Barrett, Pana; O. P. Barton, Jamaica; W. W. Berry, Breckenridge; J. F. Beall, Niantic; E. Beggs, Ashland; C. E. Bettendorf, Sublette; O. C. Benson, Fairmont; E. C. Boyer, Tampico; W. Boulware, Foolsland; J. L. Caldwell, Galeville; T. E. Condon, Pesotum; M. R. Corbett, Rosemond; P. Cooper, Shelbyville; E. W. Crow, Blue Mound; Thos. A. Costello, Maroa; J. E. Collins, Garrett; S. G. Crawford, Hayes; C. E. Davis, Arthur; Jas. DeLaney, Niantic; J. C. Diffenderfer, Lincoln; Geo. C. Dunaway, Utica; A. C. Durdy, Ohlman; C. H. Faith, Warrensburg; E. S. Greenleaf, Jacksonville; B. Gulshen, Odell; J. N. Hairgrove, Virden; T. D. Hanson, Villa Grove; H. C. Hall, Paxton; J. C. Hamilton, Bullardsville; A. L. Hardin, Charleston; E. G. Hayward, Cooksville; W. Hight, Macon; J. R. Howells, Burrowsville; M. L. Hays, Havana; C. B. Johnson, Arrowsmith; J. M. Jones, Dewey; A. D. Kaga, Filson; A. C. Kaiser, Tonica; Wm. Kleiss, Pesotum; H. N. Knight, Monticello; L. D. Leach, Golden Gate; Wm. Loveless, Taylorville; W. D. McClure, Mt. Auburn; G. C. McFadden, Havana; W. B. Magee, Cairo; J. M. Maguire, Campus; N. A. Mansfield, Niantic; E. F. Metzger, Pana; Lee G. Metcalf, Illiopolis; O. A. Means, Cooksville; Wm. Moschel, Morton; H. C. Mowry, Forsyth; W. S. Nelson, Springfield; S. L. Neiman, Warrensburg; M. A.

Nickey, Oakley; C. R. Osborn, Osbornville; J. C. Roe, Hayes; T. Ryan, Lincoln; H. L. Schmutz, Tremont; J. P. Sledge, Champaign; C. W. Spitley, Lincoln; J. B. Stone, Mattoon; M. L. R. Tankersly, Champaign; Mathias Tex, Velma; B. F. Tucker, Morton; E. R. Ulrich, Springfield; E. M. Vorhees, Ackley; E. M. Wayne, Delavan; T. G. Webster, Hodge; J. A. Wesch, Arcola; Wm. Wheeler, Melvin; P. Whalen, Caberry; J. P. Woolford, Galton; Z. K. Wood, Mt. Pulaski.

### Elevator Boots.—III.

FEEDING INTO THE BACK LEG.

BY R. M. PIERCE.

It is a very common practice (almost universal) to feed grain into the back or down leg of a grain elevator. Oftimes it is very convenient to do so, and sometimes necessary, because the boot is not located low enough below the bins to drain them into the front of the boot.

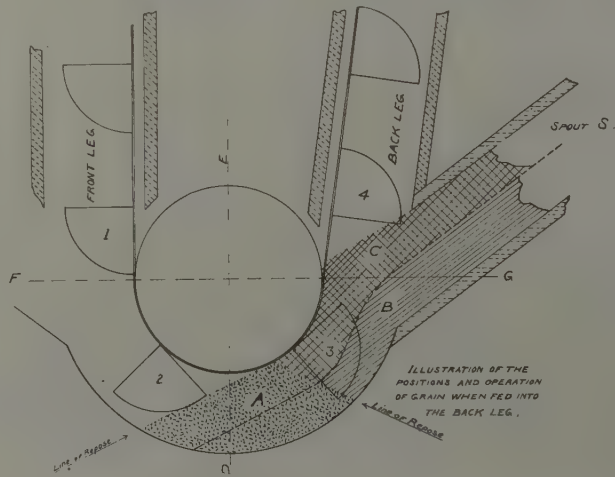
Nevertheless, I am sure that in planning a new structure, or where possible, in repairing an old one, the boot should always be placed low enough, or the bins kept high enough, to feed all grain that goes to a boot into the front or "up" side.

It simply involves the expense of sinking the boot from one to four feet lower (according to the size of the boot), and once placed, there is a saving of one-half the elevating power, a convenience and a reduced liability to choke that manifoldly compensates for the trifling expense incurred, besides the extra advantage of a valuable increase in size of dump sink.

It is almost impossible to guard against a choke when feeding into the back (down) leg. For the very moment the back spout conveying the grain to the boot runs full, from overfeeding or from slackening the speed of the cups, a choke is inevitable, as the inverted cups become locked into the accumulated grain.

All of the descending cups on the down side are inverted, except the lowest one, which is partially inverted, and must of necessity force the grain out and up the ascending side, by pressure on the down side.

This is a most extravagant and useless waste of power. A greater expenditure of power is probably here exerted and



Elevator Boots.—Fig. 3.



wasted in a useless purpose than is required to elevate the grain on the up side a hundred feet or more.

The liability of a choke in the up leg by "pumping up" the grain is in no way obviated, or even reduced, by feeding in the back leg. It still exists, and I believe in consequence there must of necessity occur at least five chokes, perhaps ten, when feeding into a back leg to one when feeding into the front.

Half the power is saved, four-fifths of the chokes prevented, and the disaster following chokes, an infinite amount of trouble, anxiety and care avoided by setting the boot low enough to feed in the up leg.

The illustration, Fig. 3, shows the operation of grain when fed into the back leg. It will be noticed that the least possible amount of grain that can be put into the back leg under the boot, and properly placed so as to fill the space between the pulley and the boot, is represented in the sketch by the dotted pile of grain marked "A."

The apex of this pile would just touch the bottom of the pulley with the angles of repose (as shown) lying to the right and left. When the space underneath the pulley is once filled with grain, regardless of how it gets there, any amount of grain that may be thereafter passed down the back leg will in no way disturb this pile, even though the leg be filled to the top, a hundred feet high; and any number of cups that may be attached to the belt and imbedded in the grain above the line "FG" (running horizontally through the center of the pulley) would in no way add to or effect a disturbance of the pile "A."

Any strain downwards that may be put upon the belt would, of course, increase the pressure on this grain, the same as additional height of grain would do, but it would not appreciably disturb the line of repose on the left-hand side; and we will suppose that the cups 1, 2 and 3 were removed from the belt, leaving cup No. 4 intact, and other cups above it. No ordinary amount of power would then pull cup No. 4 through the grain; something would give way first.

But with cup No. 3 attached to the belt, and running somewhat in the direction of the line of repose on the left-hand side, it would tend to clear a passage or remove the grain and allow cup No. 4 to descend; but any grain that is forced out by cup No. 3 in this manner must be done at the expenditure of considerable power; for it must be forced out and up on the left-hand side by pressure downward on the right-hand side; and any experiment with this feature will convince a person in a moment that it requires a very extravagant expenditure of power to accomplish this result.

But the conditions do not long remain in the shape as drawn. After the first cup No. 3 has passed through this grain it removes it to the left-hand side of the pulley, and as the loose grain falls back there is a large quantity of it added on to the left-hand line of repose, making it practically impossible for cup No. 4 to pass through; certainly not as easily as did cup No. 3.

Suppose, for illustration that the spout ("S") should be fed half full of grain (as shown by the plain shading B and that part of the pile A, below the heavy dotted line); it is very probable that the cups might be pulled through it without a very great expenditure of

power. But if, at any moment, the spout should run entirely full, caused by an overfeeding of the grain into the spout or a slackening in the speed of the belt, the grain would in a moment assume the form of the double shaded lines "C," and a choke be inevitable.

Therefore, the only way that grain can safely be fed into a back leg and not require the waste of a large, unnecessary amount of power would be to feed it in such small quantities that it would not reach the bottom of the pulley and would be cleared out entirely by each cup as it passed under the pulley. But whatever power is necessary to exert (and it is considerable) to pull the grain around to the up side of the pulley is wasted and unnecessary.

It is often contended that as the grain travels in the same direction as the cups and belt, less power is required than feeding into the front leg in a direction opposite to that of the cups.

This argument would not apply forcibly to this condition of things, because it would be impossible for the grain to pass by its velocity beyond the center of the pulley (if fed into the back leg in the manner indicated), and whatever grain is elevated must be pulled around, not carried there by velocity, because the angle of repose of the grain would terminate under the center of the pulley or a little beyond (as shown by the heavy dotted line).

It is also contended that "the velocity of the grain entering on the front side of the boot, running in a different direction from the cups, would consume considerable power." I think a little consideration of this subject will convince one that very little, or practically no power whatever (or at least so small an amount that it could not be calculated) would be consumed in this manner. The ascending cups pass up so rapidly that when one cup has cleared away or taken up its share of the grain the bulk of grain remaining continues to slide into its place ready for the second cup. Even a very slight change in the incline of that spout would prevent it sliding altogether, and if one should attempt by experiment to retard this velocity, he would soon ascertain what slight obstruction, or how little force or power, it required to do it.

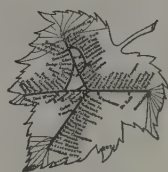
Another objection to feeding into a back (or down) leg is grain packs behind the cups and becomes wedged there, causing the cups to stand out from the belt, which strains it, tears holes in it, and produces a fulcrum by which the cups pry out the rivets. This soon ruins a valuable belt (worth four times as much as the boot itself) that might otherwise last many years.

I will add to what I have already said, that all ordinary boots are very liable to choke in the up leg, and this liability is in no way removed by feeding into the back leg, but by so doing a new liability is added, and a much more dangerous one. As can be seen by Fig. 3, five times, and perhaps ten times, as many chokes would occur in the back leg as would in the front, and with both added together we can see no valid reason for feeding grain into a back leg, except to save a trifling expense of lowering the boot a foot or more.

Japan's rice crop of 1904 is stated by the Japan Gazette to have been 263,692,000 bush., an increase of 16 per cent over 1903.

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## Supreme Court Decisions

A contract whereby A furnishes to B seed corn for the purpose of planting a certain acreage of corn, and whereby B agrees to deliver at the warehouse of A the entire portion of the crop which comes up to certain standards of quality set forth in the contract at a certain price fixed therein, is an executory contract, and no title passes to that portion of the crop sold until separation and delivery, even though the contract recites that the title to the crop is in A, and that he may enter and take the same if not delivered.—*Robinson v. Stricklin*. Supreme Court of Nebraska. 102 N. W. 479.

Orders to buy and sell stock on margin contained certain printed matter on the back which authorized the orders to be executed in any city or place, on any exchange, or by private sale, as the broker might elect, and declared that any other of his clients might be the purchaser (in case of a sale) or seller (in case of a purchase), but that the broker should not be obliged to disclose the name of any client in any event. Held, that such provisions, not brought to the customer's knowledge, were void for unreasonableness and as against public policy.—*Haight v. Haight & Freese Co.* Supreme Court of New York. 92 N. Y. Supp. 934.

Where the articles of a commission partnership provided that there should be contributed to the capital stock and for the carrying on of the firm by H. the seat in the New York Stock Exchange owned by him, free and clear of all incumbrances whatever, which, for the purpose of the agreement, was estimated at an agreed valuation of \$50,000, and the firm agreed to pay H. interest at 6 per cent "on the capital so invested" by him, and thereafter paid all dues and assessments chargeable against the seat, which were charged on the firm's books as firm expense, the seat was a part of the assets of the firm in bankruptcy, and not the individual property of H.—*In re Hurlbutt, Hatch & Co.* Circuit Court of Appeals, Second Circuit. 135 Fed. 504.

Bankr. Act July 1, 1898, c. 541, sec. 70, 30 Stat. 565 [U. S. Comp. St. 1901, p. 3451], provides that the bankrupt's trustee shall be vested with the "title of the bankrupt as of the date he was adjudged a bankrupt, except in so far as it is property which is exempt to all; \* \* \* (3) powers which he might have exercised for his own benefit; \* \* \* and (5) property which, prior to the filing of the petition, he could by any means have transferred, or which might have been levied upon and sold under judicial process." Held that, since a seat in the New York Stock Exchange was subject to transfer restrictions, title to such seat held by a firm passed to its trustee in bankruptcy.—*In re Hurlbutt, Hatch & Co.* Circuit Court of Appeals, Second Circuit. 135 Fed. 504.

Another victory was won by the Chicago Board of Trade May 29 when the Supreme Court of the United States decided that the correspondents of a bucket-shop are its agents, and that a service of process upon the agent is service upon the head of the concern, even

tho it may be a corporation chartered in another state. In an endeavor to prevent the Hammond Elevator Co. from stealing quotations the Board of Trade went into court for an injunction, but could find no officer of the company in the state, and the subpoena was served upon the agent at Peoria, Ill. The circuit court dismissed the bill of the Board of Trade on a question of jurisdiction; but the Board appealed with a gratifying result. The Supreme Court said: The real transaction in this case is undoubtedly artfully disguised, but notwithstanding the fact that the order is made and accepted at Hammond, and the margin is charged up at Hammond against the correspondent, and the profits or losses made there, we are of the opinion that in receiving, transmitting and reporting orders to the customers, receiving their margins, and settling with them for the profits or losses incident to each transaction, the correspondent is really "doing business" as the agent of the Elevator Company in Illinois, and may be properly treated as its agent for the service of process. It is evident that if these correspondents be not regarded as agents in these transactions, it is possible for the defendant to establish similar correspondents in a dozen cities in at least a dozen States of the Union, and an enormous business be built up, in which the defendant company is the real principal, with no possibility of being sued except in the States of Indiana and Delaware.

Put and call trading has no standing in Illinois, according to the recent decision of the Supreme Court in the suit of Benjamin F. Slusher, a medical man of Decatur, Ill., against the then firm of Bartlett, Frazier & Co., who sold the puts and calls to the physician. Bartlett, Frazier & Co., of Chicago, maintained a branch office at Decatur, in charge of Randolph & Parke. Statements of accounts rendered by Bartlett, Frazier & Co. show that between December, 1901, and August, 1902, Slusher bot puts and calls in the aggregate of more than 150,000 bus., which were settled by the payment of differences in the market price without the transfer of any grain. Slusher was given judgment for \$1,270. The syllabus follows: (1) On an issue as to whether a broker and his customer intended that there should be any delivery of grain in discharge of options, it was not necessary that declarations or statements of the parties should be proven, but the intent might be established by all the attending circumstances. (2) In an action to recover moneys paid defendant, as margins, in the buying and selling of grain option, held that there was evidence sufficient to show that the parties intended settlement without actual receipt or delivery of grain. (3) Hurd's Rev. St., 1903, c. 38, Sec. 132, creates a six-months limitation on the right to recover back moneys paid for options to buy or sell grain. In an action to recover from a broker margins in buying and selling options, there were admitted in evidence statements made by defendant to plaintiff as to the manner in which the business was conducted, without any actual delivery of grain taking place, which statements were followed by the dealings in question. Held, that such evidence was not inadmissible, though the conversation took place more than six months before the action.—74 N. E. 370.

## Grain Carriers

The Missouri Pacific has let contracts for 3,000 box cars.

Traffic officials have again failed to agree on a differential for grain to gulf ports against grain to seaboard.

Final surveys have been made by the Chicago & Alton for 35 miles of road between Iles and Murrayville, Ill.

A conference on the improvement of waterways will be held June 29 and 30 at the Grand Hotel, Cincinnati, O.

Construction is to begin immediately on 50 miles of road for the Chicago, Milwaukee & St. Paul from Peoria, Ill., to McNabb.

T. H. C. Vance, of Louisville, Ky., has completed arrangements for the construction of 100 miles of railroad along the north bank of the Ohio River from Aurora to Jeffersonville, Ind.

The Great Lakes Steamship Co. will put another steamer on the route between Montreal and Lake Superior carrying grain and merchandise. The vessel will be named the Royal and is under construction in an English shipyard.

Grain is carried a thousand miles from Chicago to Buffalo for 1¼ cents per bu. Contrast this with the "terminal charge" at New York City, 3 cents per 100 pounds, an arbitrary toll for which no equivalent is given in service performed.

The largest cargo of flaxseed ever shipped from Fort William, Ont., was taken out recently by the steamer W. D. Mathews. The cargo consisted of nearly 200,000 bus., valued at \$250,000, and was shipped to Chicago by Thompson, Sons & Co., of Winnipeg.

Frank J. Firth, chairman of the railroad uniform bill of lading committee, says: While we have not reached a decision on the question of a uniform bill of lading, we have made satisfactory progress, and at a future conference, to be held some time after October 15, at Virginia Hot Springs, we expect the matter will be amicably settled.

The argument that only 8 out of 45 decisions of the Interstate Commerce Commission have been sustained by the courts is unfair to the Commission, for two reasons. The 45 cases represent only 1¼ per cent of the complaints before the Commission, and in most of the cases where the decision of the courts were against the Commission, evidence was presented to the courts that the railroads had withheld from the Commission.

Traffic officials are wrestling with the problem of satisfying Chicago and Minneapolis grain receivers in the matter of rates from the west. Grain has been shipped from Kansas City to Minneapolis by way of Chicago, and also from Kansas City to Chicago by way of Minneapolis, certain roads not on the direct route having made low rates. Each of these terminal markets would like to see the roads make proportionately low rates on direct business, as the favored market then would be in a splendid position to reach out for the trade of its rival.



## Power Car Loaders for Elevators.

### NO SHOVELING NEEDED

Maroa Mfg. Co., Maroa, Ill.

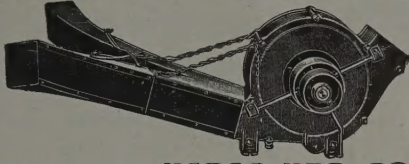
Holdrege, Neb., May 11, 1903.  
Gentlemen:—Replying to your favor, will say that the No. 16 Boss Car Loader we now have in operation gives entire satisfaction, distributing the grain evenly in the smallest and largest cars, and is especially adapted to loading oats, filling the car from end to end and clear to roof, enabling us without any trouble to get the full capacity of the car without shoveling.

Not only is it a success as a loader, and does all claimed for it, but does effective work as a mixer and partial cleaner, and in "leggy" wheat it breaks a great many of the sprouts off and enables us to get better grades.

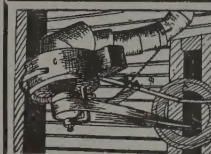
Yours truly,

MILMINE, BODMAN & CO.

The different letters we are publishing in this space proves that the Boss car loader not only fills the cars full to the roof when desired, but also mixes the light and heavy grain and cleans it somewhat so that it often pays for itself in a short time by improving the grade. Write us about your requirements and let us send you one on trial.



MAROA MFG. CO., Maroa, Ill.



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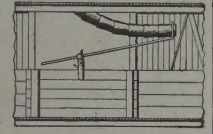
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Write us for descriptive catalogue and testimonials, prices, etc.

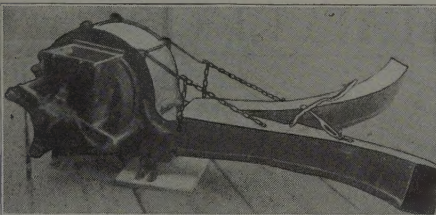
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No ifs or ands about it the Daisy Car Loader does the business. We throw the grain just as hard with a 5-foot fall as with a 45-foot fall. We don't have to run our loader 1400 for a 5-foot fall or 1200 for a 45-foot fall, we get our speed by using a drum which carries the grain once around before delivery with no bat on grain to crack it. Loads a car to its fullest capacity with less speed and less power than any loader on the market. Sent on trial upon request.

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Mfrs. Daisy Car Loader, MAROA, ILL.

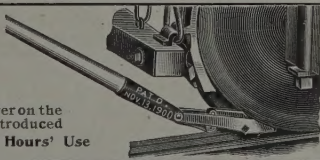
The grain trade's accepted medium for "Wanted" and "For Sale" ads. is the GRAIN DEALERS JOURNAL of Chicago, because such ads, placed in it bring quick returns.

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Saves Time, Money and Prevents Errors.

It shows at a glance or with the simplest addition the cost of any quantity of grain at any possible market price and reduces pounds to bushels on the same page.

The values are shown directly from the pounds without reducing to bushels.

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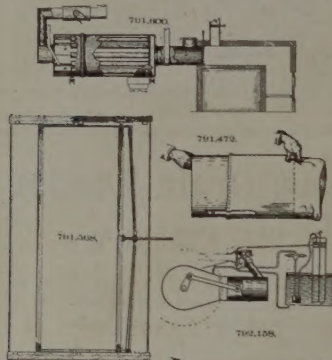


## Patents Granted

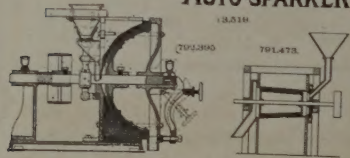
Internal Combustion Engine. No. 792,300. Carl W. Weiss, New York, N. Y.

Rotary Explosive Engine. No. 791,757. Chas. A. Dreisbach, East Haven, Conn.

Internal Combustion Engine. No. 792,119. Wm. E. Clifton, Nottingham, Eng.



### AUTO-SPARKER



Malt Turning Apparatus. No. 792,106. Fritz Worz and Gustav Eisner, Munich, Germany.

Gas or Explosion Engine. No. 791,501. Eugene C. Richard, Detroit, Mich., assignor to Sarah L. Kneeland, Lansing, Mich.

Carbureter for Hydrocarbon Engines. No. 791,801. Norman Leinaw, Ashbourne, Pa., assignor of 1/2 to Jos. B. Seaman, Philadelphia, Pa.

Atomizer for Internal Combustion Engines. No. 791,447. Wm. L. Breath, Jersey City, N. J., assignor to Carl C. Riotte, New York, N. Y.

Auto-Sparker. No. 3,519. The Mot-singer Device Mfg. Co., of Pendleton, Ind., has registered the hyphenated word, "Auto-Sparker," as a trademark for electric generators used to ignite the charges of gasoline engines.

Bag Filling Device. No. 791,472. (See cut.) Ernst Kaiser, Lone Grove township, Fayette Co., Ill. The bag is passed around a cylinder open at both ends and held in place by a spring clip, the cylinder being used as a scoop by the operator.

Wagon Scale. No. 791,568. (See cut.) Benjamin T. McDonald, Jr., and Jas. M. McDonald, Pleasant Hill, Mo. No pit is required to contain this scale. The rocking bearing blocks, knife-edge bearings and stirrup hangers are carried by the end frames. The rocker shafts and platform beams are above the horizontal plane of the bottom faces of the channel end frames.

Process of Hulling. No. 791,473. (See cut.) J. H., A. S. and W. K. Kellogg

and H. C. Jeffers, assignors to the Sanitas Nut Food Co., Battle Creek, Mich. First the seed is soaked in water until the hulls are swelled; second, the seed is dried to loosen the hull from the kernels within; third, the seeds are passed thru a machine approximately like that shown in the cut, to remove the hulls.

Grain and Feed Drying Apparatus. No. 791,600. (See cut.) Christian Anderson and Adolph Woolner, Jr., Peoria, Ill. The hot gases from the furnace pass thru a swiveled pipe connection into a recess in the end of the rotary drier, from which a series of flues open into the far end of the drier. The heat escapes from the drier thru a pipe at the far end. A fan in the pipe assists the draft from the furnace. The material is fed into the drier at the far end and discharged at the end near the furnace.

Vaporizing Device for Explosive Engines. No. 792,158. (See cut.) Ransom E. Olds, Detroit, Mich., assignor to Olds Motor Works, Detroit, Mich. A constant stream of oil is fed transversely thru the air inlet pipe and exposed to the direct action of the air current. A valve regulates the size of the air passage near the oil stream, thus exposing a varying length of the stream to the action of the air. Where the oil stream passes thru the air pipe it is contained in a foraminous conductor tapered from one end to the other.

Rice Hulling Machine. No. 792,395. (See cut.) Seneca C. Buck, New York, N. Y., assignor to Jas. O'Donnell, Louisville, Ky. The rotator in one direction is circular and in axial section substantially conoidal, so that the concave surface of the opposing emery ring is spaced tapering, largest at the point of entrance of the material and smallest at the point of discharge. At the radial shoulders of the rotator are secured segmental strips of leather having their opposite edges overlapping. The rotator is mounted on a shaft having two bearings, one bearing having a thrust-block in the hub of the head to regulate by means of the screw and lever the distance between the rotator and emery ring. Between the receiving hopper and the inclined hopper is an agitating trough mounted on a plate and rocker.

### Exports of Breadstuffs.

Exports of breadstuffs during the 11 months prior to June 1 were 4,382,417 bus. of wheat, 84,161,744 bus. of corn, 10,040,260 bus. of barley, 3,690,941 bus. of oats and 1,361 bus. of rye; compared with 43,700,244 bus. of wheat, 53,875,450 bus. of corn, 10,452,792 bus. of barley, 1,091,181 bus. of oats and 765,114 bus. of rye for the corresponding 11 months of 1903-4. The value of the breadstuffs exported was \$94,857,576, compared with \$138,194,625 for the corresponding months of the preceding crop year.

The exports of corn for May, 6,503,968 bus., show a large increase compared with 1,380,767 bus. for May, 1904, as reported by O. P. Austin, chief of the bureau of statistics.

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
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In using this book the dealer minimizes the chance of making errors by posting from original entries.

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The book contains 240 pages, size 10 1/4 x 15 1/4 inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

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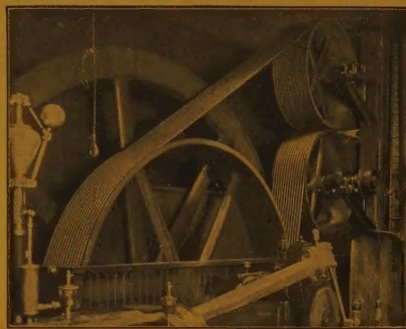


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